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INDIA, AUSTRALIA, &c., and for
PRIVATE READER'S AT HIS
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NEWS OF THE FAR EAST
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CHINA OVERLAND TRADE REPORT
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Hongkong Daily Press.

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East.

No. 16,346. 號六十四百三千六萬一第 日十初月八年二統宣 HONGKONG, TUESDAY, SEPTEMBER 13TH, 1910. 二拜禮 號三十月九年十一百九千一英港香 PRICE \$3 PER MONTH.

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Hongkong, 29th April, 1908. [5728]

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11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
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10.30 a.m. to 11.00 a.m. Every 10 minutes.
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5.00 p.m. to 6.00 p.m. Every 10 minutes.
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SPECIAL CARS by arrangement at the
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JOHN D. HUMPHREYS & SON,
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Hongkong, 1st April, 1909. [476]

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	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks (No. 1 ...)	510 ft.	77 ft.	26 ft.
(No. 2 ...)	350 ft.	53 ft.	24 ft.
(No. 3 ...)	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
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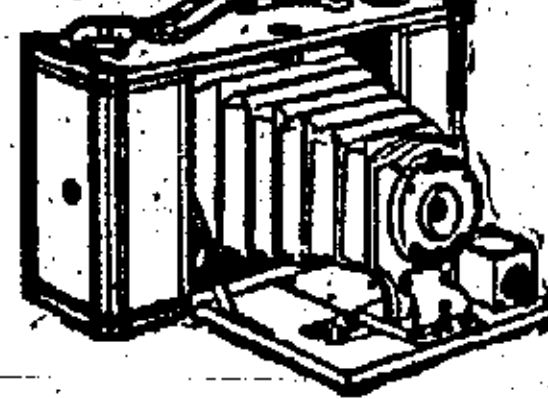
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ZEISS and ROSS LENSES, PREMO FILM and
PLATE CAMERAS, KODAKS, FILMS and
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DEVELOPING AND PRINTING A SPECIALITY.

[910]



ENTERTAINMENT

THEATRE ROYAL, HONGKONG.

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WARWICK MAJOR'S
COMEDY CO.

Including MISS GEORGIE CORLISS,
TO-NIGHT AT 9 O'CLOCK,
THE GREAT GERMAN STUDENT PLAY
BY WILHELM MEYER FORESTER,
"OLD HEIDELBERG"
(ALT HEIDELBERG)

As played with enormous success for over two
years at the St. James' Theatre, London.

MISS GEORGIE CORLISS as "KATHIE."
For this production special scenery will be
used (painted from Photographs taken at
Heidelberg), and the Company will be assisted
in the Students Scenes by a number of the
most prominent students in Hongkong.

SPECIAL INCIDENTAL MUSIC.
TO-MORROW, AT 9 P.M.,
CHARLES HAWLEY'S PHENOMENALLY
SUCCESSFUL FARCEICAL COMEDY,
"THE PRIVATE SECRETARY"

BOOK EARLY.
POPULAR PRICES ... \$3, \$2 & \$1.
Plans at MOUTRIE'S.

[1034]

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WANTED all kinds of GUTS,
especially CHIN HOG
CASINGS.

Agents also may communicate to—
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(Germany).

993]

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BOARD and RESIDENCE for Young
Man (19), from Middle of November.
Peak or Higher Level.

Please apply—
"NOVEMBER,"
Care of "Daily Press" Office,
Hongkong, 12th September, 1910. [1043]

INTIMATIONS

VICTORIA RECREATION CLUB.

THE ANNUAL AQUATIC SPORTS
will take place in the CLUB BATH, on
the 22nd, 23rd and 24th inst. The HALF-
MILE, to be swum in the open, is for the
CHAMPIONSHIP of the Colony. Entries
close on the 17th inst. Entry Forms obtainable
from the Steward.

FRANK LAMBERT,
Hon. Secretary.
Hongkong, 12th September, 1910. [1044]

SOCIETE DES PULPES ET
PAPETERIES DU TONKIN.

NOTICE IS HEREBY GIVEN that a
First Call of Dollars Ten (\$10)
HAIPHONG CURRENCY, Dollars Ten
and Cents Twenty-five (\$10.25) HONGKONG
CURRENCY, per Share will be made on the
Preferred Shares of the above Company on the
1st October, 1910.

Payment must be made to the HONGKONG
AND SHANGHAI BANKING CORPORATION,
The Banque de l'INDO-CHINE, or to the
INTERNATIONAL BANKING CORPORATION
between SATURDAY, the 1st, and SATUR-
DAY, the 8th October, 1910.

The Provisional Certificate may be sent in
to Messrs. LOVE, BINGHAM & MATTHEWS,
St. George's Building, for endorsement after
payment has been made, on surrender of the
Bankers' Receipts. Interest at the rate of 7
per cent. per annum will be charged on all
unpaid calls after the 8th October, 1910.

For the Board of Directors,
T. F. HOUGH,
Chairman.

Hongkong General Purposes Committee.
Hongkong, 1st September, 1910. [1009]

NOTICE.

WE beg to inform our Lady
Customers that our
Establishment will be CLOSED at
5.30 P.M. every day, commencing
from 5th September, for One Month
only, owing to our FASTING
HOLIDAYS.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central.
Hongkong, 5th September, 1910. [707]

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons,
Well Furnished Reception Rooms,
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans,
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms,
Ladies' Cloak Rooms,
Ladies' in attendance,
CHAMBERS MODERATE, AND NO EXTRAS,
[535] A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS HOTEL.

Ladies' Afternoon Tea-Rooms,
Private Bar and Billiard-Rooms,
Hot and Cold Water throughout,
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hotel at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [5358]

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No. 2, QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE
HOTEL.
ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and is now
luxuriously furnished and up-to-date in every
respect, situated in the most central position.
Large and Airy Rooms, Hot, Cold, and Shower
Baths, Gas and Electric Light and Fans, Large
and Comfortable Lounges, Private and Public
Bars and Billiard Rooms, CUISINE
ENTIRELY UNDER EUROPEAN
SUPERVISION, Sanitary Arrangements of the
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STEAMERS. Monthly Rates for Tiffin and
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GRAND ORIENTAL HOTEL, Colombo).
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Telegraphic Address "COMFORT,"
Hongkong.

Hongkong, 1st September, 1910. [5452]

"BRAESIDE." PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort
Fine View of the Harbour.
Telephone No. 690.
Apply to— Mrs. F. W. YATTS,
"Braeside," 20, Macdonnell Road,
Hongkong, 4th December, 1907. [536]

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MANAGER—MR. H. HAYNES.
Telegraphic address—"VICTORIA, SHAMSHEN."
SITUATED ON THE BRITISH CONCESSION

MACAO HOTEL

MACAO
Telegraphic address—"FARMER, MACAO."
SITUATED IN THE CENTRE OF PRATA GRANDE
Both Hotels electrically lighted, and under
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GUIDES AND CHAIRS PROVIDED.
Every information and Special attention given
to Tourists.

REASONABLE RATES.
WM. FARMER
Proprietor

[1004]

"BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA).

MACAO.

THIS Hotel is under European manage-
ment, and most strict supervision as to
food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous for
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong
Two steamers (as. Sui An and Sui Tai) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.

Cable Address—"BOAVISTA."
For Terms, apply to
THE MANAGER

[5215]

INTIMATION

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VERY OLD LIQUEUR
SCOTCH WHISKY

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MALT SCOTCH WHISKIES.

For over 30 Years WATSON'S

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Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed. Lieber. P. O. Box, 34. Telephone No. 12.

BIRTH.
On September 3rd, at Shanghai, to the wife of WILBUR T. GRACEY, American Consul, Nanking, a son (Wilbur Yale).

HONGKONG OFFICE: 10A, DES VŒUR ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 13TH, 1910.

The electoral contest in United South Africa, which is to be decided by the ballot on Thursday, is being very strenuously fought, mainly on the educational question, but it is of special interest to readers in the Far East to notice that the Chinese labour question figures very prominently in the election speeches. Ministers, a telegraphic report says, are making much capital of their action in abolishing Chinese labour, claiming that their administration in the various States has coincided with a steady revival of prosperity. A warm controversy on the subject seems to have been in progress at Pretoria, where General BORN and Sir PERCY TIZPATRICK are the rival candidates. The Cape Times, in a leader on the subject, maintains that it is impossible to deny that the experiment of indentured Chinese labour in the mines was invaluable in helping to tide over a period of transition, and the paper claims that the present prosperous situation is the result of the astute reaping of all the advantages of Chinese labour, while professing to object to it. "It is folly," the writer says, "to imagine that the present adequacy of labour in the mines argues a sufficiency for the requirements of the rest of South Africa. Disillusionment is imminent, and the irony of the situation

to-day lies in the possibility of a Nationalist Ministry being confronted with the Chinese Problem of 1908, when the former non-committal, tongue-tied policy will be non-availing." On the other hand, General BORN in a recent speech at Pretoria declared that while the Government was anxious to settle a great white population in the country, it would be economically dangerous to bring in thousands of immigrants while there are thousands of indigent people in South Africa already. It is impossible for the outsider to decide between these conflicting statements by people who ought to know. While one is suggesting that the present supply of labour is in adequate, the other is talking of the "thousands of indigent persons" already in South Africa, thus conveying the impression that the supply of labour is greatly in excess of the demand. Whatever the exact truth of the matter may be, we can be quite sure of this, that so far as the question of Asiatic immigration into South Africa is concerned the voting of the white population will be overwhelmingly against it, as is the case in every other colony.

The question of immigration is, however, but a single plank in a rather wide platform. As stated at the outset, the fight turns largely on the education question, in the Orange Free State, which really involves the question of racial ascendancy. The main facts are tersely summarised by the Times as follows:—"Up to the beginning of 1908 the system which had prevailed since the war 'throughout the Orange River Colony was the same as that established in the Transvaal by Lord MINTON and loyally worked out by Mr. SMUTS. Every child's education at the outset was begun in its own mother-tongue; and if this was Dutch and not English, the latter was gradually substituted in the higher standards. Thus any Dutch child who had spent four or five years at school passed out with a good knowledge of English; having of course retained its own tongue as well. But this did not suit the more strenuous Nationalists, who grew afraid that Dutch would tend to disappear; and in 1908 GENERAL HERTZOG, a member of the new Ministry, introduced a new law. Its principle, under the specious name of 'equal rights,' was that Dutch and English were to be taught throughout the whole school course; that instruction was to be conveyed in both languages; and also that every teacher was to be equally familiar with both." We are told that the new system has proved to be unworkable, and unpopular with many of the Dutch themselves, "who, like the Welsh, quite understand the money value of a knowledge of English." Ministers have sought to minimise the importance of this question by representing it as one of purely local interest, but this is simply to ignore the patent fact which the Unionists have been insistently pointing out, that the question of language is practically a question of race. Neither General HERTZOG nor his fellow Ministers can seriously contend that the present educational policy in the Orange State does not engender and accentuate racial differences and animosities, and so far as Thursday's election turns upon this question it is seen to be one of considerable significance to the future of the country.

An interport rowing contest is being arranged at Shanghai.

The only case of communicable disease notified in Hongkong last week was a British case of a. loric fever.

At the Magistracy yesterday Mr. E. R. Halifax sentenced four Chinese who stole away on the *Far-Sang* each to one month's imprisonment.

The Peak cars did not resume running till two o'clock yesterday afternoon, so that the residents had either to walk down to their offices or ride in chairs.

A cargo boatman, who was found carrying on his calling without a licence, was fined \$5 by Commander Basil Taylor, R.N., at the Marine Magistrate's Court yesterday.

We have to apologise to a large number of subscribers for the late delivery of the paper yesterday owing to an accident in the machine room as the paper was going to press.

If I. J. M.'s cruiser *Suma* left Hongkong yesterday afternoon for Swatow, where she will make a stay of four or five days, and then return to Pormosa, going to Shanghai later.

A native who was convicted of stealing a bundle of clothing from a passenger on the *s.s. Kwong Tung* was at the Magistracy yesterday sentenced to three months' imprisonment with hard labour and six hours' stocks.

On the evening of the 30th ult. the Customs officials at Bangkok searched the luggage of a Japanese passenger arriving in Bangkok by the *Nuan Tung*. One of his trunks, a large one, had a false bottom holding 312 bottles of morphine. He was arrested and handed over to the proper authorities.

Mr. Henry Blyth, of Great Yarmouth, the many years chairman of the Board of Guardians, and the donor of two hospitals in China, left estate valued at £17,634.

The total output of the Chinese Engineering and Mining Company, Limited, three mines for the week ending 27th August, amounted to 22,025.56 tons and the sales during the period to 15,261.84 tons.

Shanghai papers announce the death at Yokohama of Monsieur R. Bagge, Consul-General for Sweden in Shanghai. Mr. Bagge had not been in good health this summer, but no anxiety had been felt about his condition and it was hoped that a change would completely restore him. He left for Japan last month, but would seem to have been too run down to derive any benefit from the change.

THE SIBERIAN MAIL.

There was general complaint in the Colony yesterday at the late delivery of the Siberian Mail, which arrived by the *Chusan* on Sunday night and was not delivered in the principal business quarter of the city by yesterday noon. We learn that the mail did not reach the Post Office until twelve hours after the ship arrived in port.

They do these things better at Shanghai. The following paragraph appears in the *N. O. Daily News* of Wednesday last:—"The mail from London via Siberia and Tairen, ex *S.M.R.S. Kokura Maru*, was received at the British Post Office at 1.35 p.m. and delivery began at 2.27 p.m."—that is well under an hour.

It is bad enough to have to wait until Monday for a mail which ought invariably to reach Hongkong by Saturday morning, but the limit of patience is reached when a mail arriving on Sunday night is not delivered by noon on Monday. The mail delivered yesterday afternoon reached Shanghai last Tuesday morning. With steamers leaving Shanghai daily for Hongkong we ought to be able to count on the mail reaching Hongkong on Friday, or Saturday at the latest.

WARWICK MAJOR COMEDY COMPANY.

At the Theatre Royal last night the Warwick Major Comedy Co. staged Mr. Brandon Thomas' ever-popular farcical comedy "Charley's Aunt." The piece went with a delightful swing, and the loud and frequent laughter of the well-filled house was ample testimony of the ability of the performers and the appreciation of the audience. Miss Minnie Bayner filled the title role with great success, and Mr. Reginald Rivington, as Sir Francis Chesney, baronet, was very much at home in his part. Mr. Robert Stephenson made a gay old solicitor, while Miss Nina Osborne, Miss Maudie Stewart, Dorey and Miss Lillian Lloyd acted their parts well. The comedians, who caused no end of laughter, were Messrs G. F. Story, Ronald Garland and Kenneth Brampton, while as Brunette, the college scout, Mr. Jess Sweet contributed considerably to the amusement of the evening.

After this the scene was changed and the Company appeared in acts three and four of "You never can tell," the comedy which was cut short on Friday night when the lights failed. It was an exceedingly interesting play, and adequate justice was done to it by Mr. Major's Combination. Needless to say, the curtain fell amid enthralling applause.

THE SHANGHAI-NANKING RAILWAY.

NEW LOCOMOTIVE.
At this present moment there are being erected in the railway workshops two out of the four largest diameter driving wheel engines in China. Being provided with a permanent way and running equipment capable of satisfying all the requirements of the highest speed that the 4ft. 8in. gauge can need, the administration has set about to solve the problems of importing a class of locomotive that will handle the extraordinary large passenger traffic and economically. The volume of the passenger traffic can be judged from the fact that the rates, facilities and conveniences provided have brought on to this line, 200 miles long, 80,000 more passengers in the year than travel over the Northern Railways of China, 600 miles long.

Mr. Pope, the general manager, with a wide experience of Eastern passenger traffic, has always been of opinion that the best means of serving the constituents of the territory through which the Shanghai-Nanking Railway runs, would be to run frequent and fast trains with fairly light loads, rather than few and heavy trains that do not visit the hours of travel, and following the lead of the Midland, the Great Eastern, and Great Northern Railways he has pressed upon the managing director and the Chinese Government the adoption of the 7-ft. diameter single driver locomotive, of which four have been ordered.

The strong advocates of the coupled driving wheel engines have given unqualified success at home on railways confronted with just such problems as the Shanghai-Nanking Railway, and the experiment on this line in China will be watched with great interest. The engines will undergo their trials very shortly, and judging by their appearance and finish they should answer all that is expected of them. At any rate the decrease of nearly one hour in the running time between Shanghai and Nanking propounded in this case will alone be a boon which this part of the country will accept with gratitude.

In any case the decided effort being made by the Shanghai-Nanking Railway officials to grapple with problems that will better the already excellent service deserves the sympathetic interest of all their constituents. The express trains now running daily, which keep time to the minute, and are provided with excellent rolling-stock, are very hard to beat. They are equal to, if not better than, the best service in the East.—*N. O. Daily News*.

THE INCREASED TAXATION OF OPIUM.

THE ATTITUDE OF THE CANTON VICEROY.

We understand that with a view to reaching a settlement of the questions raised by the action of the Canton Government in placing a prohibitive tax on prepared opium, and in this way practically putting a sudden end to the import trade in raw opium, and so threatening the importing firms with very heavy loss, the British Chargé d'Affaires at Peking has suggested a compromise on the basis of an increased Customs' tax with definite guarantees that there will be no further taxation of the drug in its raw or prepared state.

Following is a translation of a telegram on the question which has been sent to the Viceroy by the Canton Viceroy:—

"With reference to the license fee on prepared opium, on every tool of prepared opium 30 cents are to be collected for the first term of three months. In every chest of raw opium there are 40 balls, each weighing 43 taels. Assuming that only half of this weight can be secured when turning it into prepared opium—i.e. 24 taels of prepared opium are to be got from every ball of raw opium—over \$230 dollars can thereby be obtained on every chest of raw opium. Over 18,500 chests of raw opium were imported last year. On this basis a sum of more than \$4,400,000 would be obtained; the intention being to gradually increase the tax in each successive term. The same amount of money can therefore be reckoned on, though the number of opium-smokers be gradually diminished. This revenue cannot, however, be permanently relied upon, but the amount will be by no means small for the first three years.

"Moreover, if the price of prepared opium is not to be increased, the people will not abandon the opium habit. The suggestion of the foreigners that the ordinary duties on opium be increased is a different matter altogether. If the question of increasing the ordinary duties concerns the whole empire, the province of Kwangtung is of course included; but if the ordinary duty is only increased in lieu of the prepared opium tax imposed in the Province of Kwangtung, they (the foreigners) will say that a heavy additional import duty has been imposed. This is only a question of raising revenue; it has nothing to do with the Anti-Opium question.

"With regard to the question of raising funds, every chest of opium imported has only to pay a duty of 110 taels including likin tax. Though the sum be doubled, the amount collected would still be smaller than the tax imposed on prepared opium. Furthermore, if the proposal to increase the import duties be accepted and a new treaty made, the duty cannot afterwards be increased, whereas a tax on prepared opium can be gradually increased. Therefore it would be a great obstacle to the anti-opium movement, for opium smokers would hesitate to abandon the habit. The best plan to stop opium-smoking is to increase the tax on opium. You say this opportunity to increase the import duties on opium should not be missed, but I must point out that we can only tell from the Customs returns the quantity of opium imported, and after the opium has been imported one can hardly tell where it is to be sent, and so we would be quite ignorant of what quantity of opium is consumed in a particular locality. The law to stop opium-smoking should be strictly enforced; if there is to be this drawback we shall not get the officials to do their duties in this respect in such a manner as is desired. The tax imposed on prepared opium does not affect the trade of foreign merchants. If we at once abandon the tax on prepared opium and enter into a discussion about increasing the Customs duty, think how much valuable time will be lost. The resolution of opium-smokers to give up the use of the drug too, will be weakened. It is very difficult, therefore, to comply with the British Minister's request to increase the duty on imported opium (instead of putting a tax on prepared opium). Please take the question into consideration and make better arrangements."

CHINESE PARTNERSHIPS IN SIAM.

Commenting on a leading article which recently appeared in the *Hongkong Daily Press* on the subject of a compulsory registration of Chinese partnerships, in the course of which we summarised the reasons on which the Committee of Inquiry in 1900 based its adverse decision, the *Bangkok Times* remarks:—

"There is nothing in these reasons that need make the Siam Government hesitate in carrying out the proposal to provide for the voluntary registration of unlimited partnerships, a proposal which is now under consideration. Now do these reasons afford any good ground for declaring compulsory registration impracticable. The object of registration is to prevent fraud in the obtaining of credit, and one fails to see why anyone but the firm itself need worry about the completeness or the correctness of the registered list of partners. If it is on the strength of that list that the firm would try to obtain credit, the registered partners would be alone responsible; and they could not be registered without knowing their responsibility. The present want of system provides a loophole for fraud if a firm gets into difficulties, and whatever may be done elsewhere it is to be hoped this country will carry out the contemplated scheme of optional registration, short as it comes of what is wanted to give the desired commercial security."

A man named J. McMillan, who was recently convicted at the British Court, Shanghai, for stowing away on the French mail steamer from Hongkong to Shanghai, was several days ago taken to the General Hospital as being of unsound mind. He was to have been sent to the Mental Ward, but when the authorities went to fetch him he had gone, having escaped from the hospital during the night.

TELEGRAMS. TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]
[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

FRANCE AND GERMANY.

THE DISTRIBUTION OF FRENCH NAVAL FORCES.

LONDON, September 12th.

A Paris telegram reports that M. Lanessan, ex-Minister of Marine, has published an article protesting against a suggested redistribution of the French Naval forces, contending that, in view of German preparations, it is in the North and not in the Mediterranean that the most powerful fleets should be concentrated. M. Lanessan adds that such a policy is moreover dictated by the understanding with Great Britain.

GERMAN ARMY MANOEUVRES.

"UNIQUE EFFICIENCY."

LONDON, September 12th.

The German Army Manoeuvres are concluded.

All observers praise the stamina and training of the men who were working in arduous country with unique efficiency.

JAPANESE MAYORS VISITING EUROPE.

LONDON, September 12th.

The Mayors of Tokyo and Osaka have arrived in Berlin.

AUSTRIA AND GREAT BRITAIN.

LONDON, September 12th.

The Emperor Francis Joseph of Austria-Hungary received Lord Rosebery's Mission announcing the accession of King George V. with the utmost cordiality.

His Majesty afterwards visited Lord Rosebery at his apartments in the Imperial Castle of Hofburg, which is an unprecedented mark of favour.

Other unusual attentions were shown the Mission.

TURKEY AND GREECE.

LONDON, September 12th.

A Constantinople despatch states that the Turkish Government has communicated officially to the Greek Patriarch its prohibition under pains and penalties of the proposed National Assembly as being contrary to the law of the State and the Patriarchal privileges; and also as being likely to provoke disturbances.

A RESCUE AT SEA.

News of a rescue at sea was brought to Shanghai by the *H.A.L.S. Ambra*, Capt. Deinet, which arrived from Pormosa last week. The *Ambra*, on the passage from Hongkong to Pormosa, sighted an overturned junk to which were clinging nine Chinese—seven men and two women. A heavy sea was running, but a boat was lowered and, under the direction of the chief officer, succeeded in transferring the castaways to the *Ambra* after two hours' hard and perilous work. The Chinese stated that they came from Amoy, and after a trip to Tamsui encountered a typhoon while making for Foochow. The junk was capsized when a few hundred miles from Amoy. Two men and five children were drowned, but the others had during their ordeal managed to eat or drink. Naturally they were in a very exhausted condition when they were taken on board the *Ambra*. The survivors of the disaster were taken to the Tsoai's yamen.

LATEST STEAMER MOVEMENTS.

The Austrian Lloyd's str. *Austria* left Singapore for this port on the 10th inst., and is due here on the 16th inst.

The I.G.M. str. *Prins Eitel Friedrich*, carrying the German Mail, with dates from Berlin of the 24th ultimo, left Colombo on the 10th inst., and may be expected here on or about the 20th inst.

The I.G.M. str. *Derfflinger*, which left here on the 7th inst., at 6 p.m., arrived at Shanghai on the 10th inst., at 6 a.m.

The P.M. str. *China*, which left here on the 13th ultimo, arrived at San Francisco on the 10th inst.

The H.A. Linie str. *Liberia* left Shanghai on the 11th inst. p.m., and may be expected here on or about the 15th inst.

"DAILY PRESS" EXCLUSIVE SERVICE.

OPIUM CONFERENCE POSTPONED.

PEKING, September 12th.

The proposed Opium Conference at The Hague has been postponed for a year.

[FROM THE "N. O. DAILY NEWS"]

AN IMPORTANT DISCOVERY.

LONDON, September 8th.

Advices from Paris state that Madame Curie has announced that, in collaboration with Monsieur Debième, she has succeeded in obtaining pure metallic radium. Hitherto only salts of that metal have been obtainable.

THE RUSSIAN TROOPS.

LONDON, September 8th.

The Teheran correspondent of "The Times" says that the negotiations for the removal of the Russian troops are dangerously near a deadlock.

The British Minister, Sir George Barclay, K.C.M.G., is actively promoting a friendly understanding.

HOME CRICKET.

LONDON, September 8th.

The cricket match between the Gentlemen of England and the Players of England played at Scarborough on September 5, 6 and 8, resulted in a draw.

[FROM THE MANILA "CARBINEWS"]

INCREASING THE UNITED STATES ARMY.

WASHINGTON, September 7th.

The President has approved estimates to be presented to Congress this fall for the increase of the enlisted force of the United States army to 87,000 men.

[At the present time the maximum force of the army is 70,000 and the additional 17,000 will allow organizations to be recruited to about 70 men each instead of about 55, which is now the limit in the cavalry and infantry branches.]

THE STRANDED STEAMER "PROTEUS."

The *N. C. Daily News* publishes the following particulars concerning the C. E. & M. S. *Proteus* (chartered), which ran aground near Drinkwater Point, North Channel, on Saturday night, the 3rd inst.

At 11 a.m., on Sunday, the C. N. S. *Shuntien*, inward bound from Tientsin and ports, passed the *Proteus*, which was then badly ashore on a bank about six miles E. S. E. of Drinkwater Point. She was in a dangerous position and broadcast on to the tide. The *Shuntien* was unable to render assistance owing to the very heavy sea and the shoals in the vicinity. The master of the *Shuntien* advised the master of the *Proteus* to let go both anchors, as the tide would be at its height at noon and there would be two more feet of water. The *Proteus* asked that tug-boats and lighters be sent from Shanghai to her assistance as soon as possible.

On receipt of this information on Sunday afternoon, the Shanghai Tug and Lighter Company, at once dispatched the tug-boat *Fu-kan*, which was followed on Monday morning by the tug-boat *Sin-fu-yun*, with two 400-ton lighters in tow. It was not considered possible that any assistance could be rendered to the stranded steamer for the time being, owing to the heavy sea that was running, but it was thought that if the weather moderated, the vessel could be lightened and refloated on the exceptionally high tide—nearly the top of the Spring-tide, which is always at its highest in September.

On Monday, the 5th inst., the L. C. S. *Lienshing*, inward bound from the North Channel, passed through the North Channel and noticed that the *Proteus* was still aground, heading South, with both anchors drawing abeam. There was still a very heavy sea running, but the weather was moderating. The tug-boat *Fu-kan* was then out and apparently taking soundings around the bank. The *Sin-fu-yun*, with two lighters in tow, was further inside, under shelter of the North bank. The *Proteus* was moving on the bank—possibly pounding—but did not seem to be in distress.

A DROWNING FATALITY.

About 6 a.m. on Tuesday one of the lighters which had been in tow of the *Sin-fu-yun* dragged her anchor and Captain H. S. Andersen, who was in command of the *Sin-fu-yun*, at once sent his boat full steam ahead to recover the drifting lighter. There was a high sea running and the *Sin-fu-yun* was struck by a wave and carried on to a sand bank. A second wave capsized her and she sank almost immediately. A Chinese engineer and two engine-room assistants were unable to escape from the sinking vessel and were drowned in the engine-room; but Captain Andersen and the remainder of the crew got free of the ship and managed to grasp floating gear. The members of the Chinese crew were rescued by a native junk, but Captain Andersen, who was in a weak state of health and had been suffering from dysentery for several weeks, relinquished his hold of the spar to which he was clinging and was seen no more. The rescued crew arrived in Shanghai on Tuesday evening in a native boat, and at ten o'clock the same evening the Tug and Lighter Company despatched the tender *Alexandra* to the scene of the disaster to recover the bodies of the drowned, if possible, to take off the passengers from the str. *Proteus*, and to locate the *Sin-fu-yun* and salvage her.

Captain H. S. Andersen, who was a native of Norway and about 45 years of age, arrived in Shanghai about eighteen years ago and was for some time in command of the barge *Sary*. In 1897 he became master of the steamer *Norman*, which was then plying between Shanghai and Woosung Forts and was afterwards renamed the *Kristina*. Later he joined the service of Messrs. Wheelock & Co., and eventually became master of the tender *Victoria* and afterwards of the *Sin-fu-yun*. He was of a most genial and generous disposition and numbered amongst his many friends almost every member of the mercantile marine community.

SHIPPING NOTES.

In view of the opening of the Panama Canal in 1915, the Nippon Yusen Kaisha is considering the opening of a line between Yokohama and New York, via Panama. Investigations on the subject are now in progress.

The sister ship of the *Tenyo-maru* and *Chiyomaru* now being built at the Mitsu Bishi Yard, Nagasaki, for the Toyo Kisen Kaisha, is to be named the *Shunyo-maru*. She is expected to be completed in July next. Her displacement will be 21,600 tons.

The Japanese Railway Bureau, in anticipation of the traffic on the Antung-Mukden Railway when open, contemplates building two vessels each of about 3,000 tons to run between Shimonski and Fusan. According to the designs each ship will accommodate 40 first class and 450 second class passengers and be of 15 knots. At present the service between Shimonski and Fusan has occupied 11 hours. This will be reduced to 9 or 10 hours by the new ships. The cost is estimated at about ¥1,000,000.

The N.Y.K.'s Australian liner *Yawata-maru*, Captain Sakine, encountered a typhoon in the Formosan Channel on her last voyage up to Japan from Hongkong. For several hours, says the *Nagasaki Press*, the vessel was practically adrift. Two boats and some of the deck fittings were swept away and all the boats were more or less damaged. The water entered the engine-room, but no damage was done to the vessel's hull and the cargo was very little affected. Fortunately there were no casualties, although the conditions were such that there was imminent danger of serious injury to the officers and crew of the liner and of their being washed overboard by the heavy waves which swept the vessel. Captain Sakine has never before encountered such a terrible storm. The barometer fell to below 28 and the lowest pressure registered was 706 millibars, an abnormally low figure. The vessel carried 14 first-class passengers. All are loud in their praise of the behaviour of the officers and men of the steamer. On arrival at Nagasaki a testimonial was presented to Captain Sakine by the cabin passengers.

A Chinese steamer named *Kiang Ping*, owned by Messrs. Tang Kie & Co., of Shanghai, also encountered a typhoon on the voyage from Japan with a full cargo of coal. Being very deep in the water the heavy seas washed over her and all movable gear was swept away and several of the crew had narrow escapes of being washed overboard. The weather continued to grow worse, and one tremendous sea that came aboard broke the funnel guys and the funnel itself was torn from its fastenings and carried over the side.

Opinion grows, says the *London Daily Telegraph* of the 18th ult., that the trouble which overhangs the shipbuilding industry is likely to be avoided. The conference at Carlsbad did not, it is true, result in a settlement, but it is understood that a desire for peace animates both sides. If so, some way out of the present situation should not be impossible. It is to be remembered that the position is very different from that which obtains in Germany. There, the demands made by the shipyard hands have been refused point-blank by the shipbuilders. There has been no discussion, and no effort at compromise. Local strikes have been followed by a general lockout, on the ground that it is better to fight the men as a whole, rather than in sections, seeing that one section would be likely to support the rest, and individual victories might be dangerous. Over here the position of the employers is that some advance in wages may be necessary. The dispute is mainly as to its extent and as to the date at which it shall be granted.

Apart from naval work, the German shipyards are at the present time largely occupied in the production of liners of considerable tonnage. The biggest of the vessels to suffer delay will be the 45,000-ton turbine steamer which is being built at the Hamburg yard of the Vulcan Company, of Stettin, for the Hamburg-American Line. Not less interesting is the 9,000-ton motor liner, which Messrs. Blohm & Voess have in hand for the same owners. Most of the big German steamship companies have liners on the stocks. Some of them say that the orders were given out because prices were cheap, rather than because there was immediate need of new ships. Be that as it may, it means dislocation of plans, in their case, as in that of the steel trade. The defeat of the men is said to be in prospect, but the lockout means, all the same, all-round mischief.

The statistical summary of vessels totally lost, broken up or condemned, just published by Lloyd's Register, shows that during 1909 the gross reduction in the effective mercantile marine of the world amounted to 865 vessels of 939,232 tons, excluding all vessels of less than 100 tons. Of this total, 383 vessels of 645,670 tons were steamers and 483 of 293,562 tons were sailing vessels. The figures exceed those for 1908 by 129,940 tons—steam 79,183 tons and sail 50,757 tons. The excess is due not to actual casualties, the figures for which show a diminution of 31,471 tons, but entirely to the number of vessels which have been broken up and dismantled. The amount of tonnage so dealt with during 1909 exceeds by far the figures reported in the society's wreck returns for any year, being 121,383 tons more than the total for 1907, which was the highest previously recorded. The tonnage of United Kingdom vessels broken up and dismantled during 1909 is also greater than the highest figures so far recorded, and amounts to nearly 47 per cent. of the total number of such cases.

THE WRECK OF H.M.S. "BEDFORD."

The following is from the *Nagasaki Press* of September 3:—

The officers and men of the British cruiser *Minotaur*, which arrived here on Thursday, were less fortunate than those of the *Kent* and *Monmouth*, inasmuch as they were continuously employed at the work of salvaging the guns and fittings of the *Bedford* from practically the day the accident happened. August 21, until Friday, the 31st, when they left for this port, the vessel's departure from the scene of the wreck being somewhat accelerated by the threatened approach of bad weather.

We understand that the *Bedford* was dismantled to her main deck by the Squadron's officers and men before being handed over to the Mitsu Bishi Company for salvage. All the armament was taken off the vessel, two of the six-inch guns being brought here, and the remainder of the fittings, etc., salvaged, and will take them to Hongkong. She arrived here yesterday and will take guns and other material from the cruisers here.

The court-martial of Captain Fitzherbert and other responsible officers of the *Bedford* for the loss of the cruiser will probably take place in England, there not being a sufficient number of senior officers on this station to form a court.

The Japanese cruiser *Idzumi* arrived here yesterday afternoon in the salvage operations, with a lighter in tow.

The British cruiser *Monmouth* also arrived here with a lighter in tow.

The following is from the *Nagasaki Press* of September 6th:—

When the accident occurred, Admiral Sir Alfred Wansley directed that the personal effects of the officers and men should first be taken out of the *Bedford*, a proceeding that occupied practically the whole of that day. Being near the end of the vessel's commission, the crew had collected many curios and other articles to take home; these, with spare clothing, equipment, and in some instances money, were stored below the mess-deck, and it was impossible to recover them, so that many of the men have suffered considerable loss.

From the 22nd to 31st ultimo inclusive, large working parties were sent on board the wreck daily. All the guns were taken out of the vessel, the upper masts were unshipped, and everything recoverable—including "wireless" apparatus, searchlights, and deck gear—was taken from the ship and transferred to the other British cruisers or to lighters. This entailed much hard work, as some of the articles recovered were very heavy, and was exclusively performed by the British seamen. The Commander-in-Chief was so pleased with the men's work that he ordered the "main brace" to be applied daily during the operations. Doubtless the men who took part in the rescue of the wreck were glad to have the Admiral's commendation. On the 28th a general order was issued for every available man to be sent on board the wreck during the three next days, as it was intended to transfer the salvage operations to the Mitsu Bishi Company on the evening of the 31st and the Admiral wished to strip the *Bedford* as bare as possible before turning her over to the Japanese. We understand that the salvage work will be able to take very little out of the wreck without the use of pumps and special salvage gear. It may be mentioned here that no machinery was available for the use of the British seamen in their salvage work, and everything was lifted out by manual labour.

Meanwhile, the cruiser *Idzumi* and the other Japanese Government vessels stood by and rendered what assistance they could by towing lighters and Japanese divers made an examination of the wreck. An Austro-Hungarian warship also visited the scene, but did not remain long.

On Wednesday the British cruisers left for Nagasaki and are remaining here in order to give the men a rest after ten days' heavy work.

CHINESE LIBELS.

ALLEGATION AGAINST THE BRITISH GOVERNMENT AT WEIHAWEI.

At the Mixed Court, Shanghai, on the 7th inst., before Mr. Pao (Magistrate) and the British Assessor (Mr. C. F. Garstin), Tsung Boh-run and Tsung Foo-run, described as the chief editor and the sub-editor, respectively, of the *National Herald*, were charged on remand with having on May 26, 1910, published a wicked and maliciously written and published article in the *National Herald*, a false, scandalous, malicious and defamatory libel against His Britannic Majesty's Government of Weihaiwei, intitled, "The disastrous fortune of the Po Hai Jih Pao."

Yin Chi-sun and Zou Shun-sun, the manager and editor, respectively, of the *Tien Tsai Pao*, had a similar charge preferred against them in respect of articles intitled "Illegal conduct of British Authorities" and "Note on the harsh treatment of Chinese by the British Authorities at Weihaiwei."

At a sitting of the Court on July 29, the Assessor stated that the Court was satisfied on the guilt of the accused; and had decided to order that a letter of apology, to be drafted by the Crown Advocate, be published by the accused in their newspapers. Further, that the Assessor and the Magistrate could not agree, but judgment would be deferred later.

Yesterday the Assessor stated that the judgment of the Court was that each of the newspapers pay a fine of £15, 200 and that they insert the apology drawn up by the Court in their issues for four consecutive days.

The apology defendants were ordered to publish as follows:—

The full report of the correction in regard to the opinion prohibited by the British authorities in Weihaiwei and apology.

On the 22nd of the first moon and the 1st of the 4th moon, we twice published statements under the heading "Unreasonable British Interference," and "Account of British Interference of Chinese in Weihaiwei." We have found that the above statements are untrue and libellous on the British officials in Weihaiwei and were absolutely groundless. For having placed faith unduly on rumours and rashly inserted such vexatious, insulting and untrue libels in the fullest measure and beg that H. E. (Sir James) Lockhart, Commissioner in Weihaiwei, will excuse us.

There are three subscription lists upon in the East for the relief of the dependents of the men who lost their lives in the wreck of H.M.S. *Bedford*. The *Japan Gazette* (Yokohama) has one, the *Japan Chronicle* (Kobe) has another, and the Hon. Secretary of the Navy League at Shanghai has one. The latest papers from the North show the combined subscriptions so far to be about \$1,000.

SUPREME COURT.

Monday, September 12th.

IN APPELLATE JURISDICTION.

(BEFORE THE FULL COURT.)

MICHELL V. LEMM.

Their Lordships delivered judgment on a question concerning costs raised in this action.

The Chief Justice said: The Court had been considering very carefully the question about the undertaking of solicitors to refund costs. There was no doubt it had been the usual practice, but now that the practice had been directly challenged—their Lordships were obliged to consider whether it was a sound one. There was no answer that his Lordship could see, although they had looked very hard for one, to the argument made by Mr. Slade that if costs were paid, whatever the undertaking might be, that was part of the execution of the judgment; and if part of the execution of the judgment, taken in any form whatever, there must be a corresponding security by the respondent to pay all costs and to abide by all the orders of the Privy Council, and that was not satisfied by the solicitors' undertaking, because that undertaking was limited to the amount. His Lordship remembered that in a case some time ago he said he thought the arrangement was made between solicitors for professional reasons and based on a sort of professional give and take. But on the face of the arguments and on the Privy Council rules the Court could not support the practice, therefore the practice must go. There was no doubt that the Privy Council rules were very precise, therefore an undertaking would not be given.

The Paines Judge concurred.

"HABEAS CORPUS" APPLICATION.

Judgment was delivered on the motion for a writ of *habeas corpus* to issue to Mr. E. G. Eadeley, Superintendent of Victoria Gaol, directing him to show cause why he should not bring up the body of Lo Tsun Man to be discharged from custody.

Mr. M. W. Slade, instructed by Mr. M. Reader Harris (of Messrs. Wilkinson & Grist), made the application, which was opposed by the Attorney-General (Hon. Mr. W. Rees Davies, K.C.), who was instructed by Mr. H. L. Denys (Acting Crown Solicitor).

The Chief Justice said the grounds on which Lo Tsun Man's release was sought were that he had had no opportunity of defending himself before the tribunal which had banished him and that the order did not set out the grounds on which the order was made sufficiently, as required by the Ordinance. On *habeas corpus* the only question for the Court to decide was the legality of the custody, and as the custody was in virtue of the banishment order the legality could only be tested by reference to the Ordinance. His Lordship read the section of the Ordinance which dealt with the powers of the Governor-in-Council, and went on to point out that the grounds upon which the order was made were that the person was associated with an unlawful society and had been taking part in bringing men into the Colony by fraud or false promises for the purpose of emigration, and was in the opinion of the Governor-in-Council dangerous to the peace and good order of the Colony. The order in every respect complied with the express provisions of the Act, and arrest in such circumstances was declared to be lawful arrest. His Lordship was therefore most strongly of opinion that there was no case for *habeas corpus* and that the rule should be discharged. The Ordinance as he read it gave the most absolute power to the Governor-in-Council: it gave no opportunity to the person to defend himself: it did not say that the grounds must be stated in any given way, nor that they must be legal grounds, or must disclose an offence known to the law; it did not give him even an opportunity of showing that he was not the man he was supposed to be: not even that he was not the man intended to be banished. It was said that if this were so the Government might as well suspend the *Habeas Corpus* Act. He did not agree, for the question was, what was the effect of the Ordinance? As the Ordinance was drafted it did, as he said, reduce the possibility of a slip being made to a minimum. But the *habeas corpus* writ was a high prerogative writ devised for the protection of the right of personal liberty and to prevent illegal imprisonment, the right to the writ was shared with British subjects by aliens in the Colony: it was truly said to be directed against the arbitrary exercise of power in the direction of restraining liberty; but directly the Legislature sanctioned the exercise of arbitrary power there was an end of the matter. Dealing with the arguments raised on the man's behalf his Lordship said they had, in his opinion, nothing to do with the case. There might be a hundred and one political motives for banishing an alien; there might be a dozen reasons why no enquiry, no public examination, no hearing of the banished should be held. The Government might know of plots against itself or against a foreign and friendly Power, which it was its duty to frustrate, and it could do much towards frustrating it by exercising its powers of banishment. Suppose—*absit omen*—that this Colony were being made the basis of a revolution against any of the friendly Powers whose territories adjoined it: was it to be said for one moment that there must be a trial and a hearing of the other side and a chance of defence and all the other paraphernalia of an informal criminal trial? It was impossible. His Lordship said that the utmost length which this decision went was that for exercise of the powers they were called upon to exercise the Act had provided no machinery and the Court could not invent any. They could not, as they were asked to do, correct the procedure by the Government. But behind it all there was the Sovereign and his constitutional advisers: redress for wrong committed by the

Executive lay to an authority to which they were all subject and over which they had no control, and if the Court were to countenance in any way the arguments that had been advanced, it would be admitting the possibility that the Sovereign allowed injustice to be committed. Of course it was right and proper that the person to be banished should have an opportunity of showing that he was not the man he had been taken to be. If the case arose and he did not have that opportunity, the Secretary of State would very soon put matters straight: only the Court had nothing to do with that. On one point only had he any doubt as to the construction of the Ordinance: what was the real effect of the provision which required a statement of the ground on which the order was made to be inserted in the order? It occurred to him as just possible that this statement might carry with it a right in the person banished to contest the accuracy of it or to prove its inapplicability to himself. But such doubts as he had were dispelled when the Attorney-General pointed out that the statement was supplied after the order of banishment was made and when it was served. Dealing with the contention that the particular secret society of which the man was alleged to be a member should have been specified, his Lordship said that argument came to this—that although they knew as a fact that the man did plot in secret the Government might not counterplot in secret, but must carry on its war against them openly and only by a regularly organised tribunal, and with a procedure subject to the control of the Courts. Such a principle, if the Court maintained it, would make government impossible. In conclusion, his Lordship said aliens, to which this Ordinance was limited, had no right to reside in this country, except so far as it was granted to them by Magna Charta: and this Ordinance imposed a limitation of that right. But putting the charter on one side, the residence of an alien was at best leave and licence, and if it were necessary to find a justification for the Ordinance which authorised the Government to revoke the leave and licence it could be found in the old doctrine of Wood v. Leadbitter, that where leave and licence to enter on land had been accorded it might be revoked even though it had been acquired by contract and the price had been paid.

The Paines Judge said that in his opinion, having regard to the wording of the section, which did not limit in any way the grounds of banishment, that the Legislature intended that arbitrary power should be conferred on the Governor-in-Council with authority to act without the necessary preliminary. There was no necessity for Lo Tsun Man to have two opportunities of being heard, for the rule was satisfied when he had the opportunity of being heard by a responsible officer of the Government.

The Chief Justice—From the view we take of this Ordinance it is not possible to allow costs against the Crown in the other two cases, quite apart from the principle laid down by the Full Court in a previous case.

ALLEGED FUGITIVE DEBTOR FROM SHANGHAI.

The Chief Justice delivered a written judgment on the appeal in the action in which Sun Ming Shan (appellant) v. J. T. F. Moran, of Shanghai (respondent), to recover \$5,174.63 for money advanced. The appeal was against the action of Mr. Justice Hazeldan in varying an order made by him on the 19th August in which he ordered the defendant to give bail in the sum of \$5,300 to the satisfaction of the Registrar for his appearance at any time when called upon while this action was pending, and until the execution of any judgment that may be given against him, and in default of his doing so the defendant was to be sent to prison until the decision, or if judgment was given against him, until the execution of the judgment, or until the further order of the Court, on the ground that Mr. Justice Hazeldan had no jurisdiction to vary the first order he made.

Mr. M. W. Slade, K.C., instructed by Mr. W. E. L. Shenton (of Messrs. Deacon, Lock & Deacon), appeared for the appellant, and the respondent was represented by Mr. Eldon Potter, instructed by Mr. P. M. Hodgson (of Messrs. Ewins & Harston).

The Chief Justice said that the appeal in this case raised questions of the greatest importance in connection with the arrest and attachment of what were called absconding defendants before judgment, or, to state the position more accurately, at the moment of instituting an action or at any time thereafter. It was a barbarous practice, a relic of the dim ages of jurisprudence, only preserved in the Colony on account of an unfortunate habit among Chinese defendants of taking the night boat to Canton when litigation was pending against them. It was contrary to elementary jurisprudence to levy execution against a defendant before the case was heard, which was practically what the procedure did, for unless he put up security sufficient to answer the judgment which might be given against him he must go to prison till he did. It would be as well to consider the scope of the rule: it applied to Chinese as to Europeans. Nothing was said as to the intention with which the defendant might be leaving the Colony, as that it was with the intent to defeat or delay judgment; therefore anyone in the Colony, whether high or low, irrespective of position, was at the mercy of an unscrupulous plaintiff who might bring an action for any amount he chose; and if the unfortunate defendant happened to be leaving the Colony, even for a pleasure trip to Japan, he would have to find the security, or go to prison, although the amount of the claim might be ridiculous. The right man, it was true, might be able to find the security, but if the argument of strict construction was to prevail, that would not prevent his being hauled through the streets by the bailiff at show cause before the Judge. The case had

revealed that the rule contained latent terror for others than those who reside in the Colony. A stranger passing through the Colony, making a temporary sojourn between two steamers, was not only liable to spend some of it in gaol, but might have his journey postponed, and his temporary sojourn unduly prolonged. And this was not the limit: for the plaintiff need not, as the rule had been construed, reside here; he need not even take the trouble, as the plaintiff in that action appeared to have done, of following the defendant to the Colony; cable instructions to a solicitor here were all that was required. From the very slight sketch of the capacity for torture which the procedure contained, it would surprise no one to hear that, being greatly shocked on his arrival, his Lordship had tried to put it in a more civilised shape; nor, being foiled in this attempt, that he had endeavoured to shear off some of its excrescences, and to whittle it down to more reasonable limits consistently with legitimate construction. It had been said that he had assumed legislative powers, and had not confined himself to judicial duties. He did not agree, and his Lordship was not sorry to have the opportunity of having the matter argued, and of establishing the procedure by decision of the Full Court. In the present case the defendant was passing through the Colony; he did not reside here. He had come by one boat and was off by another. His Lordship had the greatest doubt whether the section of the Ordinance applied to such a case at all. He certainly did not come within the spirit of the law, for he was not an absconding defendant. The absconding, if any, was from Shanghai, with which the Court in Hongkong had nothing to do. His Lordship thought there was much force in Mr. Potter's argument that the scheme of the sections contemplated a permanent or quasi-permanent residence broken up by leaving the jurisdiction. His Lordship could not see how a person who in the ordinary circumstances of his life was not resident here, and therefore not liable to be put into prison at the time of judgment, could be said by removing himself from the jurisdiction to be doing anything which was likely to obstruct or delay the judgment when obtained. He was strongly of opinion that the section only applied to persons who at the time of action brought were more or less permanently residing in the Colony. He could not give judgment on the point, because there was no appeal from the order; not from any fault of the solicitor, because applications of that sort were made in a hurry, and the point was entirely new. A plaintiff out of the jurisdiction might find some difficulty in putting up the security needed, therefore he might not be liable to fulfil the condition precedent to his suing in the Court. The defendant ought not to be in prison, therefore he must come out again. After giving the matter their best consideration, their Lordships had come to the conclusion that where an application was made under these sections by a plaintiff who was liable to give security, if he made out his case, a composite order would be made making the issue of the warrant conditional on the putting up of the usual security of \$1,500. Such variations in the rule would be made with regard to protecting him in the event of his finding the security, as the circumstances of the case might require. But, knowing his liability to give security, he must come prepared to put it up. With regard to the procedure adopted by the learned Paines Judge in this case, as already indicated, his Lordship thought he was well within his powers in calling the parties before him a second time and in revising his decision. There was always a jurisdiction to review an order made under this section on substantial grounds.

APPEAL FROM DECISION OF CHIEF JUSTICE.

The hearing of the appeal by Ng Tek Tong against the decision of the Chief Justice in the action brought against Wong Cheung Cho was resumed.

Mr. M. W. Slade, instructed by Mr. C. E. H. Beavis (of Messrs. Wilkinson & Grist), appeared for appellant, and respondent was represented by Mr. Eldon Potter, instructed by Mr. P. M. Hodgson (of Messrs. Ewins & Harston).

Mr. Slade said this matter came before the Court originally in perhaps a somewhat unusual manner. It was an ordinary action by a representative of a deceased partner in a firm for the amount of money which the deceased man had in the firm at the time of his death. Accounts were ordered, an inquiry was held before the Registrar and the Registrar certified that the value of the assets of the deceased at the time of his death was \$10,000 at least. On that certificate the plaintiff applied in Chambers for judgment, there was an argument on the subject and his Lordship suggested that each party should file a statement of the facts. Then the case came on for trial in Court. Those statements were not evidence, though they might be used as admissions against other party. Plaintiff relied on the Registrar's certificate and the Partnership Ordinance, and in order to displace his right to judgment in this case evidence should have been given. The law was discussed at great length, but questions of evidence were not gone into, and the fact was that the defendant was not prepared with evidence. His Lordship did not get a jot or tittle of evidence to justify his finding.

The further hearing was adjourned sine die.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGOTT (CHIEF JUSTICE).

OFFICIAL TRUSTEE AS CLAIMANT.

Judgment was delivered in the action brought by Mr. G. H. Wakeman, trustee of the property of the Lai Hing firm, against the Yik Lung Woo Kee Bank and Li Ki Tong to recover the sum of \$17,602.97, being balance of a sum of \$20,000 due for money lent.

MASS OF ECZEMA FROM KNEE DOWN

Suffered Intense Pain for 3 Years—Skin Inflamed and Covered with Scales—Limb Badly Swollen, with Terrible Itching and Burning.

CURED BY CUTICURA WHEN ALL ELSE HAD FAILED

"Previous to using Cuticura, I suffered intense pain for three years from eczema on my leg, from the knee down. It began from a small area the size of a penny piece and broke in a scab, it spread rapidly to the knee. It looked like an eruption, the skin red and inflamed and covered with a coating of scales. The leg became very swollen, with terrible itching and burning sensation. In this way I suffered for three years. I assure you I have tried all kinds of remedies and consulted several medical men. In fact I tried almost every kind of treatment one could mention, but all to no avail. My disease was as bad or worse than ever until I tried Cuticura—After a few applications I felt relief and I continued until cured. Now thanks to Cuticura, I can walk about with ease and comfort, the itching is gone and my leg is its normal size."

"I recommended the Cuticura Remedies to a friend who had suffered from eczema twenty-seven years. He had commenced the use of Cuticura and is rapidly getting cured. Richard Barrett, Mission to Seamen Institute, Ruperra, St. Newport, Carmarthenshire, England, Nov. 24, 1909."

Cuticura Soap and Cuticura Ointment preserve, purify and beautify the skin, scab, hair and hands and afford the purest, sweetest and most economical method known for preventing and treating eczema, itching, eruptions, rashes, itching, irritations and chafing from infancy to age. A tablet of Cuticura Soap and a box of Cuticura Ointment are often sufficient to effect a speedy, permanent cure when all else fails.

Cuticura Remedies are sold throughout the world. Depot: London, 27, Chancery Lane; Paris, 10, Rue de la Chaussée; Australia, R. Towns & Co., Sydney; India, B. P. Paul, Calcutta; So. Africa, London, J. D. Cape Town, etc. U.S.A., Potter Bros. & Chem. Co., Boston, U.S.A. Post-free, 32-page Cuticura book, containing invaluable advice on the Treatment of Skin Troubles.

Mr. M. W. Slade, K.C., instructed by Mr. F. Paget Holt (of Messrs. Bruton & Holt), appeared for the plaintiff, and defendants were represented by Mr. Eldon Potter, instructed by Mr. C. E. H. Beavis (of Messrs. Wilkinson & Grist).

His Lordship stated that the plaintiff, having been allowed to put in the books of the Yik Lung, now contended that he had proved his case. It was contended that the books must show conclusively that the debt was owed, and to a certain extent this was true. But this did not prevent the defendant from contesting the items or explaining them to mean something they did not appear to mean. His Lordship was satisfied that if the case had been heard *ex parte* judgment would have been given for the plaintiff. The onus then shifted on to the defendant, who merely challenged the accuracy of the books, and hoped to win on that. If his Lordship had not been satisfied that the books were accurate the defendant would have succeeded. He knew Chinese very often trusted to their memory, but in such cases they must take the consequences when they entered Court. Plaintiff would have judgment for that part of the claim that did not come within the Statute of Limitations and costs. In view of the attitude of the defendant throughout the case his Lordship did not propose to allow him such small costs as he might have been entitled to in respect of the part of the judgment on which he had been successful.

Mr. Potter applied for a stay of execution for a fortnight pending appeal, and this was allowed.

ANOTHER "HABEAS CORPUS" CASE.

In the matter of Li Yu Mai, formerly commander of the s.s. *Buian Maru*, in which a rule nisi was granted, Mr. Eldon Potter, instructed by Mr. P. W. Goldring (of Messrs. Goldring, Barlow & Morrell), moved for the prisoner's discharge from custody. The Attorney-General (Hon. Mr. W. Rees Davies, K.C.), instructed by Mr. H. L. Denys (Acting Crown Solicitor), appeared to oppose the motion and Mr. M. W. Slade, K.C., instructed by Messrs. Denys & Bowley, represented the Chinese Government.

Mr. Potter said he did not know for whom Mr. Slade was appearing.

Mr. Slade—I appear for the Chinese Government, and I know my appearance is in conflict with a previous decision of your Lordship but I submit the Chinese Government is an interested party and is entitled to be heard by counsel. I don't know whether your Lordship wishes to hear argument on the subject, but a certain number of authorities and a certain number of principles are at stake. Your Lordship has not appreciated certain other principles of English practice which go far to negative the suggestions thrown out by your Lordship.

His Lordship—I know the Full Court has expressed an opinion opposite to mine, but it did not give a *quid pro quo* opinion. I hold a very definite opinion on fundamental principles that it is impossible.

Mr. Slade—I submit there are other fundamental principles in direct conflict to those suggested by your Lordship, and which are of immemorial antiquity. The principles suggested by your Lordship seem to be rather modern.

His Lordship—The Chinese Government, or any foreign Government, in extradition, protects the English Government to act, to follow the procedure laid down by the Extradition Act. If a foreign Government was allowed to come in there might be all sorts of queer questions arising. The foreign Government might take a different view to the Attorney-General, and we might have diplomatic questions raised.

(Continued on page 5.)

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12. Telegraphic Address: Press Code: A.B.C. 5th Ed. Lieber.

NEW ADVERTISEMENTS

A LONDON FIRM can cable Prices and Tones of SILVER, GOLD, etc., ahead of others. Write for terms. X. Care of Housekeeper, 133, Fenchurch Street, E.C.

1049]

CORRESPONDENCE COLLEGE.

THOROUGH Preparation by Postal Tuition for the LONDON MATRICULATION, B.A., LAW, MEDICAL, &c.; also in ENGLISH, MATHEMATICS, &c., by very Successful Teacher. Success guaranteed. Apply for terms, testimonials and qualifications to—

PROFESSOR JOHN P. LONG, B.A. (formerly Lecturer at the Swansea University College). RICHMOND CORRESPONDENCE SCHOOLS, Alexandra Road, St. Margaret's on Thames, LONDON.

1050]

HONGKONG FOOTBALL LEAGUE.

THE ANNUAL GENERAL MEETING will be held at the Y.M.C.A. Rooms, on THURSDAY, 22nd September, at 5.30 P.M. Entries for Leagues 1 and 2 close 22nd Sept. at 5.30 P.M.

F. BROWNE, Chairman, ALEX. P. STORRIE, Hon. Secretary. Hongkong, 13th September, 1910. [1052]

HONGKONG COTTON SPINNING WEAVING AND DYEING CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Office of the General Managers, on SATURDAY, the 24th September, at 11 a.m., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1910. The TRANSFER BOOKS of the Company will be CLOSED from the 17th to the 24th September, 1910, both days inclusive. JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, 12th September, 1910. [1053]

FOR SALE.

TWO SPORTING DOGS, Pointers (Dog and Bitch), well trained. TRAIL LOAN of Animals to Intending Purchasers. Price: \$350. For Further Particulars, please apply to— Sergeant MADEIRA, Gaia Fort, Macao, 12th September, 1910. [1054]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:— Epitomes of the Week's News. Leading Articles: Korea. The Volunteer Reserve. American Statesman's Visit to the Philippines. Labour Trouble in Europe. Yuan Shih Kai. Chinese Representation in Hongkong Government. England and America. Russian Reflections. Hongkong News. John Grant Again. Disregarding the Rule of the Road. Rescues by a German Steamer. Accident to a.s. "Haiphong." Sorilege. Warwick Major's Comedy Co. Correspondence: Game Shooting. H.M.S. "Bedford" Disaster. The Failure of the Electric Light at the Theatre. With Dog and Gun in the New Territory. Kuliang Summer Resort. Canton-Hankow Railway. Kulungu (Amoy) Municipal Council Supreme Court. The Zoroastrian Club. Company Meetings: Hongkong Hotel Company. Ferry Services in Hongkong Harbour. The Annexation of Korea. Disastrous Fire in Hongkong. Death of Mrs. Bellamy Brown. Death of Mr. F. E. Grant of Shanghai. Hongkong Scouts Corps. Chinese Police Force. Gold Mining in the Philippines. The "Bedford." Steam Navigation on the Upper Yangtze. Death of Dr. Churchill, of Swatow. Parrels of Siberia. The Railway. Company Report: The China Light and Power Co., Ltd. The Hongkong Hotel Co., Ltd. Shroff Done to Death. Fishing; Junks Capsized. Railway Progress in the Canton District. The Registration of Chinese Partnerships. A Fire at Hankow. Retirement of a Shanghai Merchant. Local Sports. Shipping Notes. Boys' Own Club Aquatic Fête. Far Eastern Telegrams. The Chinese Queue Doomed. The Annexation of Korea. The Straits Shipping Bill. Reviews. Commercial. Shipping.

Extra copies 30 cents each. Cash. Copies can be posted from this Office to addresses sent, including postage 34 cents each. \$1 Cash for three copies. Subscription: \$12 per annum, payable in advance; postage \$2. Hongkong, 13th September, 1910.

NEW ADVERTISEMENTS

OSAKA SHOSEN KAISHA.

IT IS HEREBY NOTIFIED that Mr. S. HIRAY has this day assumed charge of the Company's business at this Port, vice Mr. TADAOKI ABIMA, transferred to Kobe. Hongkong, 14th September, 1910. [1051]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship "YARBA," Capt. Bistorelli, will be despatched for the above Ports, TO-DAY, the 13th inst., at 8 A.M. For Freight or Passage, apply to P. THOMAS, Agent. Hongkong, 13th September, 1910. [2]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship "AUSTRIA," Capt. Balloch, will leave for the above places on SUNDAY, the 18th inst., A.M. This Steamer has capital accommodation for passengers. Electric light, carries a doctor and stewards. For Freight or Passage, apply to SANDER, WIELER & Co., Agents, Prince's Building. Hongkong, 13th September, 1910. [3]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "LAISANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M. on the 14th inst. will be landed at Consignees' risk and expense. No Fire Insurance will be effected by JARDINE, MATHESON & Co., Ltd. General Managers. Hongkong, 12th September, 1910. [14]

S.S. "YARBA," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNES of Cargo from London ex a.s. "Cordouan" and "Dordogne" from Bordeaux ex a.s. "Leory Lallier" in connection with above Steamer, are hereby informed that their goods with the exception of Opium, Transits and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Goods of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned, Goods remaining unloaded after the 19th inst., at NOON, will be subject to rent and landing charges. All claims must be sent in to me on or before the 20th inst., or they will not be recognised. All damaged packages will be examined on the 19th inst., at 3 P.M. No Fire Insurance has been effected. P. THOMAS, Agent. Hongkong, 13th September, 1910. [2]

HONGKONG CLUB.

NOTICE.

THE EIGHTEENTH HALF-YEARLY DRAWING of SIXTY-FIVE DEBENTURES (1896 issue) of the Hongkong Club, Payable on FRIDAY, the 30th Sept., 1910, will be held at the Club House at 11 o'clock A.M., on SATURDAY, the 17th September, 1910. Bearers of Debentures are invited to attend the Drawing. By Order, JAMES CRAIK, Secretary. Hongkong, 1st September, 1910. [1006]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House on TUESDAY, the 20th September, 1910, at 5.15 P.M. to confirm the Resolutions passed at the Extraordinary General Meeting held on the 31st August, 1910, as posted in the Hall of the Club. By Order, JAMES CRAIK, Secretary. Hongkong, 1st September, 1910. [1017]

THOUSANDS OF DOLLARS ARE SAVED BY THE EXPENDITURE OF AS MANY CENTS.

SOLIGNUM.

the Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANT.

Extensively used by the British Government at Home and Abroad, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns. Prospectus samples and all information from the General Agents, STEINSEEN & Co. (Machinery Dept.), Hongkong. [748]

PUBLIC COMPANIES

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE NINTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Building, No. 6, Connaught Road, on SATURDAY, 17th September, 1910, at Noon, for the purpose of receiving a Statement of Accounts and Report of the General Managers for the year ending 31st July, 1910, and electing a Consulting Committee and Auditors. SHEWAN, TOMES & Co., General Managers. Hongkong, 2nd September, 1910. [1016]

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, the 24th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1910. The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 24th Sept., both days inclusive. DOUGLAS, LAPRAIK & Co., General Managers. Hongkong, 3rd September, 1910. [1018]

INTIMATIONS

STATE OF NORTH BORNEO.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of the REVENUE FARMS in the State of North Borneo from 1st JANUARY, 1911, as set out hereunder. Tenders will be received at the Office of the Government Secretary, Sandakan, up to 12 o'clock Noon, on the 1st day of OCTOBER, 1910, for the purchase of the exclusive privileges of the Farms enumerated below for a period of 1, 2 or 3 years, commencing on the 1st JANUARY, 1911. The Farms above referred to are the OPIUM, SPIRIT, GAMBLING, and PRAWNSHOPPING FARMS for the whole or part of the State. Copies of the Forms of Contracts for the Farms and full particulars of the conditions to be observed by tenderers may be seen on application at the Office of the Government Secretary, Sandakan, or of Messrs. GUTHRIE & Co., Singapore and Penang, or of Messrs. GIBB, LIVINGSTON & Co., at Hongkong. The retail rates for Chandu fixed by Government for the Opium Farm for 1911, 1912 and 1913 are those specified below, viz.:—

For every 3 huan packet	...	\$0.144
" 4 " "	...	0.19
" 5 " "	...	0.24
" 6 " "	...	0.284
" 3 chi receptacle	...	1.45
" 1 tahl	...	4.80

Hongkong, 21st June, 1910. [762]

VIENNA CAFE CO. (1910) LIMITED (RECONSTRUCTED).

QUEEN'S ROAD CENTRAL, (Opposite Post Office).

A FIRST CLASS RESTAURANT.

(TABLE D'HOTE OR A LA CARTE) AFTERNOON TEAS, ICES, LIGHT REFRESHMENTS. SPECIALLY SELECTED BRANDS OF WINES, SPIRITS, BEERS, &c. AN EXTENSIVE MODERN BAKERY. A FRENCH CHEF. Hongkong, 25th July, 1910. [974]

FOR SALE

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 45,000 Square Feet. TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS. MARINE LOT No. 285. EXTENSIVE WATER FRONTAGE, DEEP WATER. Apply—G. FENWICK & Co., Ltd., ENGINEERS, &c., PRAYA EAST, HONGKONG. Hongkong, 8th June, 1906. [34-168]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL of the Session 1909. REVISED BY THE MEMBERS. PRICE - - - - \$3. DAILY PRESS OFFICE. Hongkong, 21st February, 1910. [316]

CHEESE

CHOICE

CANADIAN STILTON.

60 CENTS PER LB.

THE

DAIRY FARM CO., LTD.

[42]

TO LET

TO LET.

NOS. 19 and 23, SHELLEY STREET, new 5-Roomed House. 1 HOUSE in Bellfield Terrace. No. 2, CONDUIT ROAD, 5-Roomed House, from 1st June or 1st July, 1910. No. 9, BEACONSFIELD ARCADE (Shop). C. M. E. PEAK BUNGALOW, MOUNT KELLET, furnished, for 7 months from 1st November, 1910. No. 37, PRAYA GRANDE, Macao. F.O.B. SALE.—TOR CRIST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands. Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 22nd August, 1910. [91]

TO LET.

GODOWN, No. 5A, DUDDELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st September, 1910. [88]

TO LET.

NEW AND COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals. KOWLOON MARINE LOT 48, Yau-mai, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 1st December, 1909. [790]

TO LET.

No. 16, WYNDHAM STREET. From 1st September, 1910. Apply to—E. A. & C. F. DE CARVALHO, 14, Arbuthnot Road. Hongkong, 8th August, 1910. [913]

TO LET.

No. 21, CONDUIT ROAD, Clifton Gardens. Nos. 1 and 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House. GODOWNS, 151 to 155, PRAYA EAST. OFFICES No. 2, Connaught Road, 3rd Floor. A HOUSE in Wong Nei Chong Road. OFFICES in YORK BUILDING. No. 10, DES VEXUX ROAD CENTRAL, 1st floor. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door. Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 9th September, 1910. [87]

TO LET.

OFFICES, Hotel Mansions. Apply to—HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 2nd February, 1910. [151]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st September, 1910. [994]

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, ROOMS suitable for Offices. One GODOWN in Mason's LANE. Apply to—DAVID SASSOON & Co., Ltd., Hongkong, 8th March, 1910. [95]

TO LET.

No. 2, HOLLYWOOD ROAD. No. 2, OLD BAILEY. Immediate Possession. ARBATON V. APCAR & Co., 14, Des Vexux Road Central. Hongkong, 4th July, 1910. [800]

TO LET.

King's BUILDINGS. OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., LTD. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st September, 1910. [89]

TO LET.

OFFICES in Des Vexux Road, Central, corner of Ice House Street. Apply to—Messrs. PERCY SMITH & FLEMING, 5, Queen's Road. Hongkong, 2nd June, 1910. [440]

TO LET.

MODERATE RENTAL. HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court. Apply to—ARBATON V. APCAR & Co., 14, Des Vexux Road, Central, 1st Floor. Hongkong, 28th July, 1910. [975]

TO LET.

SELE-Contained FLATS, NATAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat. Apply to—J. HENNESSEY BETH, No. 4, Ice House Street. Hongkong, 2nd July, 1910. [795]

TO LET.

THE TOP FLAT of No. 4, SEYMOUR ROAD, Hongkong. Cheap Rental. Apply to—SPANISH DOMINICAN PROCURATION, Hongkong, 3rd September, 1910. [1020]

TO LET

TO LET, AT THE PEAK.

THE FIVE-ROOMED HOUSE, known as "Blossom," situated on Plantation Road. For Particulars, apply to—DENNIS & BOWLEY, Hongkong, 9th August, 1910. [922]

TO LET.

A HOUSE, in Knutsford Terrace. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st September, 1910. [325]

TO LET.

ELEGANTLY FURNISHED, from middle of October, the SEVEN-ROOMED HOUSE known as "ALTADENA," Barker Road, the Peak. Kitchen Garden, Lawn, &c. Rent \$300 per month. For particulars, apply to—DEACON, LOCKER & DEACON, Solicitors, 1, Des Vexux Road Central. Hongkong, 22nd August, 1910. [969]

TO LET.

A LING & CO., 19, QUEEN'S ROAD CENTRAL. FURNITURE AND PHOTO GOODS STORE. Photographic Goods of every Description in Stock. Developing and Printing Undertaken. Hongkong, 31st July, 1907. [546]

BANKS

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Yen 10,000,000
Capital Subscribed (paid up) Yen 6,250,000
Reserve Fund Yen 2,450,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS: Amoy, Swatow, Canton, Nagasaki, Fookchow, Osaka, Kaelung, Shanghai, Tientsin, Hankow, Yenchow, etc.

HONGKONG OFFICE: 3, DES VEXUX ROAD. Interest allowed on Current Accounts. Deposits received on terms which may be had on application. D. TOHDOW, Manager. Hongkong, 12th September, 1910. [591]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP Gold \$3,250,000
RESERVE FUND Gold \$3,250,000
(about \$1,500,000.)

HEAD OFFICE: 60, Wall Street, New York. LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS: BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF ENGLAND, LTD. THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months	4 per cent. per annum.
For 6 " "	4 " "
For 3 " "	3 " "

N. S. MARSHALL, Manager. No. 9, Queen's Road, Central. Hongkong, 17th August, 1910. [854]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. INTEREST on deposits is allowed at 3 per cent. per annum. Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION. N. J. STARR, Acting Chief Manager. Hongkong, 16th July, 1910. [19]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK). ESTABLISHED 1863. Authorised Capital Fl. 15,000,000 (£1,250,000). Subscribed Capital Fl. 12,378,100 (£1,031,500). Reserve Fund Fl. 2,754,338.09 (£229,528).

HEAD OFFICE: AMSTERDAM. HEAD-AGENCY: BATAVIA. LONDON BANKERS: THE WILLIAMS DEACONS BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months	4 per cent. per annum.
6 do.	3 1/2 do.
3 do.	3 do.

C. WOLDRENGH, Manager. No. 16, Des Vexux Road Central. Hongkong, 4th August, 1909. [23]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS:—STERLING \$1,500,000 at 2/—=\$15,000,000
SILVER \$14,000,000

RESERVE LIABILITY OF PROP'ORS \$15,000,000

COURT OF DIRECTORS: G. HALLOOCH, Esq., Chairman. ROBERT SHEWAT, Esq., Deputy Chairman. F. H. ARMSTRONG, Esq., J. A. LEVY, Esq., Andrew Forbes, Esq., F. Lieb, Esq., G. Friedland, Esq., G. H. Medhurst, Esq., Hon. Mr. H. Kerwick, J. E. Shalim, Esq., C. B. Leemann, Esq., H. A. Sieb, Esq.

CHIEF MANAGER: Hongkong—J. R. M. SMITH.

MANAGERS: Shanghai—H. E. HUNTER. LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of Two per cent. per annum on the daily balance. On Fixed Deposits: For 3 months, 2 1/2 per cent. per annum. For 6 months, 3 per cent. per annum. For 12 months, 4 per cent. per annum. N. J. STARR, Acting Chief Manager. Hongkong, 26th August, 1910. [18]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,200,000
RESERVE FUND \$1,800,000
RESERVE LIABILITIES OF PROPRIETORS \$1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balance. On Fixed Deposits for 12 months 4 per cent. for 6 " 3 1/2 " for 3 " 3 " WM. DICKSON, Manager. Hongkong, 27th April, 1910. [107]

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Tels. 7,500,000

HEAD OFFICE—SHANGHAI. BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tientsin, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:—KÖNIGLICHE BREITENBURGISCHE (PREUSSISCHE) STAATSBANK Berlin. DIRECTION DER DISCONT-GESellschaft DEUTSCHE BANK BERLIN. BERLINER HANDELS-GESellschaft BERLIN. BANK FÜR HANDEL UND INDUSTRIE ROBERT WASSERBAUM & CO. MENDELSSOHN & Co. M. A. VON ROTHSCHILD & SOHN. JACOB S. H. STERN. NORDDEUTSCHE BANK IN HAMBURG, HAMBURG. SAL. OPPENHEIM, JR. & Co., Köln. BAYERISCHE HYPOTHEKEN UND WOHNBANK, MÜNCHEN.

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SON. THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENT. DIRECTION DER DISCONT-GESellschaft.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted. A. KOEHL, Manager. Hongkong, 4th December, 1907.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED 1,125,000
PAID-UP 552,000
RESERVE FUND 255,000

LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance. On Fixed Deposits: For 12 months 4 per cent. For 6 " 3 1/2 per cent. For 3 " 3 per cent. EVAN ORRISTON, Manager. Hongkong, 26th April, 1910. [21]

THE YOKOHAMA SPECIE BANK LIMITED.</

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



BEWARE OF IMITATIONS.
THE SAME TO-DAY AS IN 1745.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 88SG. at \$6.37 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [545]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSEN & Co. Hongkong, 6th March, 1907. [38]

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDING CO., Ltd., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch. Telegrams: "BRADLEY & Co., Agents." Hongkong, 12th August, 1909. [931]



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SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW. Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENTS:—YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GEARING & Co. MANILA: Messrs. MACDONALD & Co. For Particulars apply to H. OISHI, Manager.

No. 2, Pedder Street, Hongkong. Hongkong, 9th January, 1909. [574]

GRIMAULT'S SYRUP

OF HYPOPHOSPHITE OF LIME

FOR STUBBORN COUGHS

BRONCHITIS WEAK LUNGS CATARRH

CONSUMPTION

SUPREME COURT.

(Continued from Page 3.)

Mr. Slade—Supposing the question of construction of treaty is properly one for the Court, which it can very seldom be, then it is an enormous advantage to the Court to have the two views put forward. The Court desires to be assisted in coming to a sound judgment on any question before it, and where the treaty is properly before it, it is necessary to hear the points pro et con. put before it. Otherwise the Court would have only one view of the treaty impressed upon it.

The Chief Justice—That is put forward by the Law Officer of the Crown. It is the Government view which can only be put before the Court.

Mr. Slade—As a general rule the interpretation of the treaty is not for the Court. As a general rule the power of the Court are not conferred by the treaty.

His Lordship—The foreign Government asked the English Government to act. From the moment the foreign Government sent in its requisition it had nothing whatever to do with it.

Mr. Slade said the same argument might be used with regard to a private prosecutor in an ordinary criminal case. The moment he lays his information before the magistrate requesting the power of the law set in motion then the rights of the public prosecutor would cease; from that moment he would have no right to take any further part in the proceedings. But that was not so. He was entitled to appear and prosecute the criminal case in the name of the King against the defendant. If the theory that a request to the English Government to act would oust the right of a foreign Government to appear, the same principle would oust the right of a private prosecutor to act.

His Lordship said the right of an individual to prosecute was lost in the names of antiquity. In the Colony, he came from, Mauritius, there was a public prosecutor. He took control of a suit, and the private prosecutor dropped out altogether.

Mr. Potter—And the Attorney-General in England has the right to take a prosecution out of any man's hands at any moment.

His Lordship—The story of private prosecution in England, I believe, is absolutely lost.

Mr. Slade said it started before the day when the idea of the King's peace existed. The King's peace was just beginning to come into being in the reign of Henry II. This was an offence against the peace of a foreign Government, therefore that foreign Government was interested in seeing that the proper remedy was applied. Extradition proceedings were looked upon just in the same light as an ordinary criminal proceeding at Home. It is to be considered a matter against the peace of the King, and in that case the person wronged has a right to be represented unless the Attorney-General says no.

His Lordship said the proceedings took place in a foreign country where the law had been violated, and the man escaped, whereupon artificial proceedings were initiated. The Secretary of State put English officials in motion, and it was for the English Court to see what it could do. There were two treaties in which the question had been definitely decided: they were between Spain and Switzerland. Mr. Slade submitted that the Swiss Treaty, being one of the most modern, had that clause inserted possibly to meet difficulties which his Lordship described as diplomatic difficulties, so as to secure that Counsel representing the foreign Government should be one of the Law Officers of the Crown.

His Lordship—He does not represent the foreign Government; he represents the British Government.

Mr. Slade—The words of the treaty say, "the Swiss Government shall be represented by a Law Officer of the Crown."

His Lordship—To be strictly constitutional, as the Full Court in the last case allowed the Chinese Government to appear, of course I must follow to that extent, but as there has been no decision on the point I shall give a decision.

The Attorney-General—The Crown is anxious to have an authoritative decision on this point.

His Lordship—I think it would be wise that I should give one, but in this case I will follow on the decision of the Full Court allowing the Chinese Government to appear. I cannot do otherwise. When I came here the Chinese Government took charge and the English Government dropped out altogether.

Mr. Slade—So they have from time immemorial.

His Lordship said the opinion had been advanced that it was too much trouble for the English Government.

Mr. Slade—The Chinese Government prosecuted this man before the Police Magistrate, whose decision is challenged, and *habeas corpus* has been taken. They say we put forward the evidence, that we are the responsible parties, and we want to defend the magistrate's action.

His Lordship—My opinion is that the Chinese Government can watch, no more.

Mr. Potter said he wished to take the objection that those were not extradition proceedings at all. The proceedings before the magistrate were extradition proceedings, but this was an application to the Court to make absolute a rule nisi. It was simply an application made by a person in the exercise of his Common Law right, a person who said he was unlawfully imprisoned. This was not a right conferred by the Extradition Ordinance. This man had been committed, and the extradition proceedings were finished. The Chinese Government or the Crown had induced the magistrate to say that this man was to be sent back to China for trial, but now he came forward and claimed his Common Law right. What the Chinese Government said was this: You may be claiming your Common Law right,

but we are going to appear in an English Court to say you are not entitled to this Common Law right. That, on the face of it, was absurd. They could not contend successfully that these proceedings were extradition proceedings.

His Lordship—I cannot follow you there.

Mr. Potter said these proceedings might be the result of extradition proceedings, but they were not extradition proceedings. If they were they would have to be proceedings before a police magistrate. Extradition was the child of treaties; it was the result of mutual treaties, and the power which was given to the Chinese Government by the treaty made with China was to apply by requisition. They could do nothing as of right. The sections of our Ordinance made that abundantly clear. In spite of the magistrate's decision, and in spite of his Lordship's refusing to rule, the Governor could intervene and say there was to be no extradition.

His Lordship—Only on definite grounds.

Mr. Potter—It is quite clear.

His Lordship—In ordinary cases the application to surrender is absolute.

Mr. Potter said there were cases at Home, and cases here, in which, although a man had been committed by the magistrate, the Governor when petitioned had released the man. There was a case of that sort here only six months ago.

The Attorney-General understood that had been the case in instance where the Governor had had some doubt as to whether the man was not being required for political purposes, although he was satisfied that the man was guilty of committing the crime of which he was accused.

Mr. Potter said the suggestion of the Attorney-General was rather weak, because that was one of the defences which might have been raised before the magistrate. The Chinese Government were claiming to come here as of right, and to put their case before his Lordship. It was absolutely clear from the Ordinance that they had no right to ask for the surrender of this man.

His Lordship said he would allow the Chinese Government to be represented on account of the previous decision of the Full Court, but he would deliver a written judgment on the point later.

Mr. Potter—What I am anxious to do is to prevent the Chinese Government appearing now. The Full Court was very careful to say it did not overrule your Lordship's judgment, therefore that judgment stands.

His Lordship—They overruled it to the extent of hearing the Chinese Government.

The Attorney-General—On precedents put before it in this Colony.

Mr. Potter said the Full Court was not strong in its attitude, because it allowed Sir Henry Berkeley to appear for the Chinese Government, and they afterwards decided that they had no power to order that Government to pay costs. The Chinese Government could not have it all their own way, and it was obvious that the Full Court did not in any way intend to overrule his Lordship's decision. Proceeding, Mr. Potter said the first point he wished to raise was that no *prima facie* case was made out before the magistrate. Not only was a probable case not made out, but there was not a jot or tittle of evidence against the defendant at all. Why he was committed Counsel did not know. The prisoner was a comrade on board a Japanese vessel, and on a certain night while the vessel was at Shanghai it was suggested that the comrade went to a garden, in which garden a child was looked up. He said to the child, "the steamer is ready, come on board," and an old man, an old woman, the comrade and the child went on board. That was the evidence alleged against the comrade, and the only witness was a child of thirteen years. His Lordship had to consider the story of that child, which was one of the most remarkable ever told.

His Lordship—There you get beyond my powers if the magistrate chose to believe the story of the child.

Mr. Potter—Your Lordship has to take the story of the child and the accused, and say if there was a probable case made out, I don't know whether your Lordship wishes me to read the evidence?

His Lordship—I am so much against you that I don't think you need go further.

Mr. Potter raised a second point that there was no evidence at all given before the magistrate to prove that the crime was committed within the jurisdiction of China, and quoted numerous authorities in support of his contention.

Mr. Slade said the evidence of one of the witnesses proved that Shanghai was within the Empire of China.

His Lordship did not wish to hear Mr. Slade, He said he would read through the depositions, and if he wanted further information he would inform Counsel.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 12th at 11.40 a.m.—The depression lying over the N.E. part of the Sea of Japan yesterday is moving into the Pacific.

The barometer has risen over Manchuria and S. Japan, and fallen over the E. coast of China. Pressure appears to be low over the Yangtze valley.

High pressure covers the Pacific between the Bonins and Formosa.

Moderate S.E. winds may be expected over the Formosa Channel and the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.30 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood S.E. winds, moderate; fair.

Formosa Channel Same as No. 1.

South coast of China between Hongkong and Lannooks Same as No. 1.

South coast of China between Hongkong and Hainan Same as No. 1.

THE CHINESE AND ANGEL ISLAND.

THE QUARANTINE EXAMINATION AT SAN FRANCISCO.

The San Francisco Chronicle says:—There is no sound reason for objecting to present plans of examination. For a great many years Chinese storage passengers were detained pending examination in the rotten old detention sheds on the Pacific Mail dock. Our humanitarian friends made a great outcry about those detention sheds, alleging that they were unfit places of confinement for human beings, which was true. But the Chinese themselves made no complaint, for the old sheds were most convenient to break out of. And branches of the Chinese did break out from time to time. Now the Government has provided excellent and sanitary accommodations for them at Angel Island. The new station is comparable to the immigrant station at New York, also on an island at some distance from the city, and the excellence of the arrangements of which is world renowned. In neither case is the station specially for Asiatics. It is for the accommodation of immigrants of all nationalities until their right to enter the country is ascertained. But the Chinese vigorously object to it because it cannot be broken out of and because the facilities are lacking which have been so long enjoyed for concealing perjury to secure the admission of those not entitled to enter. The alleged difficulty of getting "witnesses" to Angel Island is nonsense. There is a Government tug to take them over and return them, and no Chinese entitled to enter will have any serious trouble in getting witnesses who know him. It is doubtless embarrassing for a Chinese who desires to "swear in" a newly arrived countryman to be unable to pick him out when he gets to Angel Island. There was no trouble of that kind at the detention sheds. All arrangements could be made out of the windows. Whatever restrictions are thrown around the admission of Chinese are the result of the continuous fraud and perjury which has been perpetrated in the interests of the Chinese for a quarter of a century. In spite of all precautions, the illegal importation of coolies goes on all the time on the northern and southern borders. It is intended to prevent if at this port if possible. There is no effort and no disposition to prevent the entrance of Chinese who are entitled to enter, but there is a fixed determination to keep out all others. While our commercial bodies were passing resolutions in favour of restoring the opportunities for fraud at this port, the Secret Service men were treating Chinese for conspiring to admit his countrymen by wholesale. If the Chinese merchants of Canton choose to boycott American goods if our exclusion laws are enforced, they are within their rights. But they will not prevent the enforcement of American laws or help the sale of Chinese products in the United States.

MARTIN'S APIOL-STEEL PILLS

A French Remedy for all irregularities. Thousands of ladies always keep a box of Martin's Pills in the house, as being the first of any irregularity of the system, a timely dose is so beneficial. These pills use the most delicate and delicate ingredients, and are the only pills that can be taken at any time, without the least inconvenience. MARTIN'S APIOL-STEEL PILLS.

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TREATIES WITH CHINA
Great Britain.—Nanking, 1842; Tientsin, 1858; Tariff Agreement, and Rules, 1859; Convention, 1860; Rules for Joint Investigation of Customs Surveys, 1869; Opium Convention, 1866; Additional Article; Opium Convention, 1868; Changchung Convention, 1891; Tibet Sikkim Convention, 1890; Burnach Convention 1897; Kowloon Extension, 1893; Yehaiwei 1899; Convention, Commercial; Shanghai, 1902; Emigration Convention, 1904.

France.—Tientsin, 1853; Convention, 1830; Tientsin, 1885; Conventions, 1838, 1837, and 1895; Frontier Trade Regulations.

United States.—Tientsin, 1858; Additional 1868; Peking, 1880; Immigration, 1894 Commercial, 1903.

Germany.—Tientsin, 1861; Peking, 1830; Kiaochoan Convention, 1898; Railway and Mining Concession, 1898.

Japan.—Shimonoseki, 1865; Liaotung Convention, 1895; Commercial, 1893; New Port 1895. Supplementary Commercial, 1913

Russian.—St. Petersburg, 1831; Russian Land Trade, 1881.

Portugal, 1838; Commercial Treat, 1094.

FRANCE.—Treaty made between China and Elven Powers, 1901.

TREATIES WITH JAPAN
Great Britain, 1854; Duties Convention
Russia, Agreements as to Corea; United States, Extradition Treaty, 1833; Great Britain (Alliance) 1905; Russia (Peace Treaty) 1905.

TREATIES WITH CORREA
Japan, 1876; Japan Supplementary, 1878; Japan, 1894 and 1905, United States, 1932; Great Britain, 1895.

TREATIES WITH SIAM
Great Britain, 1856, 1889 and 1919, France, 1891 and 1904; Japan, 1893; Russia, 1899. Great Britain and France, Siamese Frontier. Great Britain and Russia, Railway Convention 1899.

CUSTOMS TARIFFS
TRADE REGULATIONS
China, Japan, Siam, Corea.

LEGAL DOCUMENTS
Orders in Council for Enforcement of H.B.M.'s Subjects in China and Corea, and in Siam Rules of H.B.M.'s Supreme and other Courts in China, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hongkong, Malay States Federation Agreement Table of Hongkong Court Fees; Admiralty Rules, Foreign Jurisdiction Act; Regulations for the Consular Courts of United States United States Consular and Courts; Rules of Court of Consulate of Shanghai Chinese Passenger Act; Hongkong Licenses Trade Marks, and Letters Patent Fees; Port Regulations for China; Harbour Regulations for Japan.

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SHIPPING.

ARRIVALS.

CHENAN, British str., 1,350, Lloyd Jones, 11th September—Shanghai 8th Sept., General—Butterfield & Swire.
 LAISANG, British str., 2,225, E. J. Todd, 12th September—Singapore 6th Sept., General—Jardine, Matheson & Co.
 LOONGKANG, British str., 1,075, F. Wheeler, 12th September—Manila 9th Sept., Hump—Jardine, Matheson & Co.
 MIYAZAKI MARU, Japanese str., 5,270, T. Mura, 12th Sept.—Shanghai 9th Sept., General—Nippon Yusen Kaisha.
 SHANG BEE, British str., 3,784, J. Harris, 12th Sept.—Bangkok via Suez ports 28th Sept.—General—Messageries Maritimes.
 TAIWONG, Dutch str., 3,061, Lap, 12th Sept.—Batavia 12th August, General—Java-China-Japan Line.
 TOUAREG, French str., 781, E. de Catalano, 12th September—Haiphong 9th Sept., General—Messageries Maritimes.
 VILLE DE LA CIOTAT, French str., 2,557, Berville, 12th Sept.—Shanghai 9th September, General—Messageries Maritimes.
 YARRA, French str., 4,225, Ristorelli, 12th Sept.—Marseilles 14th Aug. Mails and General—Messageries Maritimes.
 ZAFIRO, British str., 1,613, A. Fraser, 12th Sept.—Manila 10th September, Hump—Shewan, Tomes & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 12th September.
 Cypri, Italian str., for Singapore.
 Haiyang, British str., for Swatow.
 Hanoi, French str., for Hoihow.
 Johanna, German str., for Swatow.
 Saint Patrick, British str., for New York.
 Ville de la Ciotat, French str., for Europe, &c.
 Yarra, French str., for Shanghai.
 Yeddo, Swedish str., for Singapore.

DEPARTURES.

12th September.
 CHENAN, British str., for Canton.
 CHENAN, Norwegian str., for Bangkok.
 EASTERN, British str., for Shanghai.
 KAIFUKU MARU, Japanese str., for Moji.
 PROMETHEUS, British str., for Singapore.
 SUMA, Japanese cruiser, for Swatow.

SHIPPING REPORTS.

The British str. *Seang Bee* reports: Fine weather throughout.
 The British str. *Zafiro* reports: Light variable winds, fine weather, S.W. swell throughout passage.
 The British str. *Laisang* reports: Mod. to fresh monsoon, dull and overcast with frequent rain squalls.

VESSELS IN DOCK.

September 12th.
 TADDOO DOCK—
 Union at No. 2 Ship.
 Drimellian at Seawall.
 Demeter at Seawall.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P.M. str. *Mongolia* is due to arrive at Hongkong to-day.
 The T.K.K. str. *Tenyo Maru* is due to arrive at this port to-morrow between 8 and 10 a.m.
 The Y.K.K. str. *Nippon Maru* sailed from San Francisco on the 6th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 4th prox.
 The str. *Korea* sailed from Yokohama 10th instant on route to Hongkong, and is due to arrive at this port on the 23rd inst.

THE ENGLISH MAIL.
 The P. & O. Co.'s str. *Delhi* left Singapore for this port on the 1st inst. at 4 p.m. with the outward English Mails, and is due here to-morrow at about 7 a.m.

THE AUSTRALIAN MAIL.
 The E. & A. str. *Aldenhurst* left Sydney on the 31st ultimo for Queensland Ports, Manila and this port.

THE CANADIAN MAIL.
 The C.P.R. Co.'s str. *Empress of Japan* left Vancouver for Hongkong via the usual ports of call on the 7th instant a.m.

MERCHANT STEAMERS.
 The O.S.K. str. *Panama Maru* left Tacoma for this port on the 10th inst. at 4 p.m. and is expected to arrive here to-day.
 The N.Y.K. str. *Ceylon Maru* (Bombay Line) left Singapore for this port on the 7th instant, and is expected here to-day.
 The N.Y.K. str. *Hirano Maru* (European Line) left Singapore for this port on the 9th instant, and is expected here to-morrow.
 The Mogul Line str. *Sikh* sailed from the United Kingdom for Hongkong via Straits on the 3rd instant.
 The Mogul Line str. *Pathan* left Singapore on the 10th inst., and is due at this port on or about the 16th inst.
 The O.S.K. str. *Seattle Maru* left Tacoma, Wash., for this port on the 20th ultimo, and is expected to arrive here on or about the 27th instant.

PASSENGERS.

ARRIVED.
 For Loongang, from Manila, Miss Kerr.
 For Zafiro, from Manila, Mr and Mrs A. Wetherell, Mr and Mrs F. Fidler, Misses Kee and Davidson, Messrs F. Crona, A. Temperley, E. Nicol and A. Rose.
 For Ville de la Ciotat, for Hongkong, from Yokohama, Mr Chelvin, from Shanghai, Mr Z. H. Little, Mr and Mrs du Masier, Mr A. W. England, Mr W. Gran and Messrs Mayor.
 For Yarra, for Hongkong, from Marseilles, Mrs Yokota and infant, Mr G. Manera; from Singapore, Mr Hosono, Mr J. Vial, Mr Gordon, Mr and Miss Connor and Mr Odolet, from Saigon, Mr Witkamp, Mr Crum Ewing and Mrs Gillies and family, Mr and Mrs Crooks, Messrs Manuel Lopez, Harma, Jessula and Peck Cheo, Misses Mann and Grampine.
 For Miyazaki Maru, from Japan, Mr, Mr G. Carrott, Mr Bird, Dr. and Mrs Macdonald, Miss McLean, Mr Stans, Mr and Mrs Leyon, Mr. B. B. Beck, Mr. Tanner, Mr and Miss Alcock, Lieut. Honigsmann, Lieut. Byrne, Miss Mitchell and infant, Mr and Mrs Hiron, Mr Morrison, Mr and Miss Mance, Mr Sutherland, Mr and Mrs B. G. Byo and 4 children, Mr and Mrs Brown and child, Miss B. M. See, Mr B. S. Sel, Mr C. H. See, Mr K. Uetanki, Mr A. Isumaru, Mr M. P. Kwan and Mr K. Sayce.
 DEPARTED.
 For Rubi, for Manila, Mr F. E. Mayhew, Mr J. D. Munro, Col and Mrs W. G. Rivers, Mr A. G. Gordon, Mr J. Pinnell, Mr J. H. Kifas, Mr S. E. Price and Mr Fenn.

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Steamer.	Tons.	Captain.	To Sail on or About.
* SUVERIO	6,232	F. S. Cowley	27th September.
* KUMERIC	6,232	G. B. McGill	20th October.
* AYMERIC	4,362	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.

* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

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Hongkong, 9th September, 1910.

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From Hongkong. "EMPRESS OF INDIA" SAT., 17th Sept. "EMPRESS OF JAPAN" SAT., 8th Oct. "EMPRESS OF CHINA" SAT., 29th Oct. "MONTAGLE" TUESDAY, 8th Nov.
 From Quebec. "ALLAN LINE" FRIDAY, 14th Oct. "EMPRESS OF IRELAND" FRI., 4th Nov. "ALLAN LINE" FRIDAY, 25th Nov.
 From St. John, N.B. "EMPRESS OF BRITAIN" FRI., 16th Dec. "ALLAN LINE" FRIDAY, 13th Jan.

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.
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STEAMERS to COLOMBO.	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
DELHI 8000	February 4	MANTUA 11000	March 4	March 10
ARCADIA 7000	February 18	MALWA 11000	March 18	March 24
ASSAYE 7500	March 4	MACEDONIA 10500	April 1	April 7
MARMORA 10500	March 18	(Through Steamer calling at Bombay)	April 15	April 21
DEVANHA 8000	April 1	MOLDAVIA 10000	April 29	May 5
DELHI 8000	April 15	MONGOLIA 10000	May 13	May 19
ASSAYE 7500	April 29	MORITAN 11000	May 27	June 2
DELTA 8000	May 13	MOULTAN 10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
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 FARES TO LONDON (Including Surtax):
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STEAMERS	Leave HONGKONG	Due LONDON
* SUNDIA	January about 25	March 11
* NUBIA	February 8	March 25
* SYRIA	February 22	April 8
* NORE	March 8	April 22
* PALAWAN	March 22	May 6
* BORNEO	April 5	May 19
* SICILIA	April 19	June 2
* SUMATRA	May 3	June 17
* NILE	May 17	June 31

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 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"YARRA" Capt. Ristorelli	On 13th Sept. 8 A.M.
MARSEILLES VIA PORTS	"V. DE LA CIOTAT" Capt. Batillon	On 13th Sept. 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"OCEANIE" Capt. Sellier	On 26th Sept. 8 P.M.
MARSEILLES VIA PORTS	"TOURANE" Capt. Lancelin	On 27th Sept. 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

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 Queen's Building.

Hongkong, 13th September, 1910.

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	Tons	TO SAIL
YOKOHAMA & KOBE	"COLENZ" Capt. H. RABENGER	6,750	About 20th September
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"BUELOW" Capt. H. FORBES	16,900	Thursday, 21st Sept., at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ EITELFRIEDRICH" Capt. E. MALCHOW	16,000	About 21st Sept.
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMBIL	5,050	End of September

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 For further Particulars, apply to

NORDDEUTSCHER LLOYD,
 MELCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 8th September, 1910.

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN.
 IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "DERFELINGER," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 15th inst. will be subject to rent.
 All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 13th inst. at 9.30 A.M.
 All Claims must reach us before the 17th inst. or they will not be recognized.
 No Fire Insurance will be effected.
 Bills of Lading will be countersigned by the Undersigned.
 This Steamer brings Cargo Ex S.S. "DANFLO" from Venice. Transhipped at Port Said.
 NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents
 Hongkong, 6th September, 1910.

EAST ASIATIC CO. LTD., COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship "TRANQUERAR" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 17th inst. will be subject to rent.
 All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst. at 9.30 A.M.
 All Claims must reach us before the 21st inst. or they will not be recognized.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned by the Undersigned.
 MELCHERS & Co., Agents.
 Hongkong, 10th September, 1910.

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIC."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
 No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LTD., Agents.
 Hongkong, 30th August, 1910.

VESSELS PASSED ANJER.

August 25, Dutch str. *Sumatra*, Uiteons, July 16, from Amsterdam for Batavia.
 August 25, German str. *Duisburg*, Maier, from Singapore for Padang.
 August 26, Dutch str. *Jeion*, Bakker, from Amsterdam for Batavia.
 August 27, British str. *Quirimba*, from Colombo for Cherbon.
 August 27, British str. *Antenor*, Yarwood, August 27, from Batavia for Amsterdam.
 August 27, British str. *Gordian Castle*, from East.
 August 28, British str. *Quibon*, from Sourabaya for Bombay.
 August 29, British str. *Islander*, Deans, Aug. 27, from Singapore for Christmas Island.
 August 29, German str. *Worms*, Hassold, Aug. 29, from Batavia for Hamburg.
 August 29, Dutch str. *Danda*, Prange, from Calcutta for Batavia.
 August 30, British str. *Wayfarer*, from Colombo.


STEAMERS PASSED THE CANAL.
 Aug. 26th—C. *Ferd. Lantier*, *Hudson*, *Nippon*, *Palawan*, *Silhoua*, *Amiral Escourolle*, *Indra*, *Sok*, *Boudier*, *Prinz Eitel Friedrich*, *Bombai*, *Sogo Maru*, *Wynaric*, September 2nd—*Boudier*, *Brasilia*, *China*, *Keeman*, *Madison*, *Moyne*, *Oceanic*, *Peelawur*, *Tango Maru*, *Pacific*, 6th—*Hyson*, *Monmouthshire*, *Thesus*, *Armenia*, 9th—*Borneo*, *Polynesien*, *Priam*.

ARRIVALS AT HOME.

September 9th—*Kaga Maru*, *Kleist*.

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 Hongkong, 10th September, 1910. [963]

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Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LIGORIO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BAHAMAS, VALPARAISO, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI" Captain Moresco, will be despatched as above TO-DAY, the 13th Sept., at Noon.
 For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.
 Hongkong, 9th September, 1910. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH-BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA," Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 17th September, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MOULTAN," 9,621 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London after cargo for London, &c., will be conveyed via Bombay by the R.M.S. "PERSIA," due in London on the 15th October, 1910.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to E. A. HEWETT, Superintendent.
 Hongkong, 5th September, 1910. [1]

SHIRE LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARNARVONSHIRE," Captain Gregory, will be despatched as above on or about the 17th September.
 For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents.
 Hongkong, 31st August, 1910. [999]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct), SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the BRAZIL to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, and ADRIATIC PORTS.)

THE Company's Steamship

"VORWAERTS," Captain Belnars, will be despatched as above on THURSDAY, the 29th Sept.
 This Steamer has special accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.
 For information as to Passage and Freight apply to SANDEL, WIELE & Co., Agents.
 Hongkong, 31st August, 1910. [3]

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.
 By CHAS. J. HALCOMBE
 (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.)

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNELL.
 Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at home.
 Well bound in Yellow Cloth with Chinese Emblem in Gold.
 PRICE \$3.50
 To be obtained from Messrs. KELLY & WALES LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	About 15th Sept.	Freight and Passage.
LONDON via USUAL PORTS	DELTA	Noon, 17th Sept.	See Special of Call
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CANDIA	About 21st Sept.	Freight only
SHANGHAI, MOJI, KOBE and YOKOHAMA	PALAWAN	About 22nd Sept.	Freight and Passage.
LONDON and ANTWERP	SYRIA	About 5th Oct.	Freight and Passage.

For Further Particulars, apply to

E. HEWETT,
Superintendent

Hongkong, 13th September, 1910

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA	TEAN	On 13th Sept., 4 P.M.
CHEFOO & NEWCHANG	PAOTING	On 14th Sept., 4 P.M.
SHANGHAI	CHEAN	On 15th Sept., 4 P.M.
SHANGHAI	LINAN	On 18th Sept., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGSHA	On 30th Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER Twice Weekly.
S.S. "LINAN" and S.S. "SANUL".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.
FAST SCHEDULE SHANGHAI LINE "ANHUI" "CHENAN" "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.
FARE, \$45 SINGLE and \$80 RETURN.
For Freight or Passage apply to—
HONGKONG, 12th September, 1910

BUTTERFIELD & SWIRE,
AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SAWTOW, AMOY AND FOOCHOW

AND RETURN.

STEAMERS	CAPTAIN	LEAVING.
"HAIYANG"	Capt. A. E. H. J. J. J.	TUESDAY, 13th Sept., at 10 A.M.
"HAIYANG"	Capt. W. C. Passmore	FRIDAY, 16th Sept., at 10 A.M.
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 20th Sept., at 10 A.M.

For SWATOW AND RETURN.

"HAIYANG" ... Capt. H. Stewart ... THURSDAY, 15th Sept., at 10 A.M.
Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).
During the Month of September, a Special Reduction of 20 per cent. on Fares to Foochow and Return will be Allowed.
For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 12th September, 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
HAVEE and COPENHAGEN	"YEDDO"	On 10th Sept.

For Further Particulars apply to

MELCHERS & CO.,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)
FOR
+ SHANGHAI via SWATOW & NINGPO "HANGSANG" ... Wed., 14th Sept., Noon.
+ SINGAPORE, PENANG & CALCUTTA "POOKSANG" ... Wed., 14th Sept., Noon.
+ MANILA ... "LOONGSANG" ... Friday, 16th Sept., 4 P.M.
+ TIENTSIN ... "CHEONGSANG" ... Saturday, 17th Sept., Noon.
+ SINGAPORE, PENANG & CALCUTTA "YUENSANG" ... Tuesday, 20th Sept., Noon.
+ MANILA ... "YUENSANG" ... Friday, 23rd Sept., 4 P.M.
+ SHANGHAI, KOBE & MOJI "KUTSANG" ... Tuesday, 4th Oct., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "YUENSANG" and "POOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
+ Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.
Telephone No. 215, Bal. Exch. 4.
For Freight or Passage, apply to
HONGKONG, 13th September, 1910

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 17th Sept. Noon.
RUBI	2540	R. Rodger	Manila	On 24th Sept. Noon.

For Freight or Passage apply to
HONGKONG, 5th September, 1910.SWAN, TOMES & Co.
General Managers.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.
Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	
S.S. C. FERD. LAEISZ	27th Sept.
S.S. ARMENIA	6th Oct.
S.S. SENEGAMBIA	21st Oct.
S.S. SILESIA	4th Nov.
S.S. SUEVIA	16th Nov.
S.S. ABALIA	30th Nov.
S.S. SCANDIA	15th Dec.

For Further Particulars, apply to—

HOMEWARD.

FOR HAVRE, HAMBURG & ANTWERP:	
S.S. LIBERIA	14th Sept.
FOR HAVRE, ROTTERDAM, HAMBURG & ANTWERP:	
S.S. BADENIA	2nd Oct.
FOR MARSEILLES, HAVRE & HAMBURG:	
S.S. AMBRIA	4th Oct.
FOR HAVRE & HAMBURG:	
S.S. ALESIA	11th Oct.
FOR MARSEILLES, HAVRE & HAMBURG:	
S.S. C. FERD. LAEISZ	23rd Oct.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 7th September, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. BUYO MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.
S.S. KIYO MARU	17,200 "	About Mid. Feb. 1911

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 1st September, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	MIYAZAKI MARU Capt. T. Murai	9,000	WED'DAY, 14th Sept., at Daylight
	KITANO MARU Capt. F. E. Cape	9,000	WED'DAY, 28th Sept., at Daylight
	IYO MARU Capt. B. Takeda	7,000	WED'DAY, 12th Oct., at Daylight
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nago	7,000	SATURDAY, 8th Oct., from KOBE
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU Capt. S. Ishikawa	7,000	TUESDAY, 13th Sept., at 4 P.M.
	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 11th Oct., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 30th Sept., at Noon
	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 28th Oct., at Noon
SHANGHAI, MOJI and KOBE	CEYLON MARU Capt. Fred. Pyne	6,000	WED'DAY, 14th September
KOBE and YOKOHAMA	HIRANO MARU Capt. H. Fraser	7,000	THURSDAY, 15th Sept., at 5 P.M.
SINGAPORE, COLOMBO and BOMBAY	TOSA MARU Capt. Y. Nomura	6,000	FRIDAY, 23rd September
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 28th Sept., at Noon

\$ Omitting Keelung and Shimizu. = Calling at Saigon.
† Fitted with New System of Wireless Telegraphy. ‡ Cargo only. * Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To MARSEILLES AND LONDON VIA SUEZ CANAL.			
Steamers	Tons	Leave H.K.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	To London, per New Steamer Single 1st Class S 550.00
KITANO	9000	1st Mar.	" " " 2nd Class S 325.00
IYO	7000	15th "	" " " 1st Class S 500.00
HIRANO	9000	29th "	" " " 2nd Class S 330.00
TANGO	8000	12th April	" " " 1st Class S 500.00
KAMO	9000	26th "	" " " 2nd Class S 330.00
AKI	7000	10th May	" " " 1st Class S 550.00
MISHIMA	9000	24th "	" " " 2nd Class S 330.00

To VICTORIA, B.C., & SEATTLE, WASH., U.S.A.

Steamers	Tons	Leave H.K.	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	To Pacific Coast Common Points: 1st Class S 230, 2nd Class S 221
INABA	7000	28th Mar.	To London via New York: 1st Class S 260
TAMBA	7000	25th April	" via St. Lawrence: 1st Class S 259
AWA	7000	23rd May	

For further information as to Freight, Passage, Sailings, &c., apply to

T. KUSUMOTO,
MANAGER.

Hongkong, 7th September, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY:
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"PANAMA MARU" Capt. T. Ogata "SEATTLE MARU" Capt. T. Saito	6,059 6,182	WED'DAY, 21st Sept., at Noon WED'DAY, 5th Oct., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connections.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAKAO & ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 14th Sept., at Noon
SHANGHAI via SWATOW, AMOY & FOOCHOW	"BUJUN MARU" Capt. Y. FUJINO	THURSDAY, 15th Sept., at Noon
TAMUI via SWATOW, AMOY	"DAIJUN MARU" Capt. Y. KUBURAKI	SUNDAY, 18th Sept., at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the month of September, 1910.
CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nisshin Kisen Kaisha's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS.	2nd CLASS.	3rd CLASS.
\$73.00	\$55.00	\$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.
Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.
For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.
Head Office for the Far East:—
16, DES VŒUX ROAD, HONGKONG.
Japan Office:—
32, WATER STREET, YOKOHAMA.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

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"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST ... \$10.00	FROM HONGKONG TO CANTON, BY THE PEARL RIVER—"A Book for the Globetrotter," by Capt. C. V. LLOYD, with Maps and Illus. \$1.75
CHILDREN OF FAR CATHAY: A Social and Political Novel, by C. J. Halcombe ... 2.50	HONGKONG WEEKLY PRESS, half yearly vol. bound ... 7.50
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TRADE MARK REGULATIONS IN CHINA ... 0.25	" " NEW TERRITORY ... 0.75
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